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Hewer & Son, Gustav, grain, seeds, hay.
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Jones & Co., H. C., grain and hay.*
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Lederer Bros., grain receivers.*
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Muller Co., Louis, receivers and exporters.*
Pitt Bros. & Co., receivers and exporters.*
Robinson & Jackson, grain receivers.*

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Hawenwinkle Grain Co., brokers.
Slack & Co., L. B., buyers and shippers.

BOSTON, MASS.

Bennasquin, Matthew D., grain, brokerage, com'm.
Campbell & Burnham, grain, feed.
Jordan, A. W., grain broker.
McLean Alpine Co., The, hay and grain.
Ranlet Co., The D. W., grain and millfeed.
Ronald, Thos., grain broker, export and domestic.
Wright, B. C., broker, corn, oats and mill feed.

BOURBON, IND.

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Benepe-Berglund Grain Co., Mont., oats & barley.

BUFFALO, N. Y.

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Buffalo Cereal Co., grain.*
Burns, Basil, grain commission.
Churchill Grain & Seed Co., buyers, shippers.*
Eastern Grain Co., grain commission.*
Electric Grain Elevator Co., receivers and shippers.
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Heathfield, W. G., strictly commission.
Irwin, Dudley M., barley.
Pratt & Co., grain commission.*
Townsend-Ward Co., grain commission.*
Waters, Henry D., grain commission.
Whitney-Eckstein Seed Co., seeds.

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Bennett & Co., Jas. B., receivers, shippers.*
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Crichton & Lister, grain commission.*
Delany, Frank J., commission merchant.
Dickinson Co., The Albert, seeds.
Dole & Co., J. H., grain and seeds.*
Elmore, Squire & Co., receivers and shippers.
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Fraser Co., W. A., grain commission.*
Freeman & Co., Henry H., grain, hay, straw.
Freeman & Co., M. M., grain, hay and straw.
Gerstenberg & Co., grain, seeds.*
Griffin & Co., J. P., grain commission.
Hately Bros., grain and provisions.
Hoit & Co., Lowell, commission, grain & seeds.
Hooper Grain Co., receivers, shippers.*
Lamson Bros. & Co., consignments solicited.*
Lipey & Co., grain commission.
Lynch & McKee Co., grain commission.

CHICAGO—Continued.

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McKenna & Rodgers, commission merchants.*
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Merrill & Lyon, commission merchants.*
Merritt Co., W. H., grain, seeds.*
Mumford & Co., W. R., hay & grain commission.
Nash-Wright Grain Co., grain, prov., seeds.
Paynter, H. M., grain and field seeds.
Peavey Grain Co., receivers, shippers.*
Perrine & Co., W. H., grain and commission.
Pfeiffer, Carl F. W., grain commission.
Press & Co., W. G., grain, provisions, stocks, etc.
Rang & Co., Henry, grain commission.
Requa Brothers, grain commission.*
Rogers & Bro., H. W., grain and seeds.
Rogers Grain Co., buyers and shippers.
Rosenbaum Bros., receivers, shippers.*
Rumsey & Company, grain commission.*
Sawers Grain Co., grain commission.*
Schiffin & Co., P. H., commission.*
Shaffer & Co., J. O., buyers and shippers.*
Incere & Co., Chas., N. Y. stocks, Chicago grain.
Somers, Jones & Co., grain and field seeds.*
Squire, H. F., Co., grain & provisions.
Thayer & Co., Clarence H., commission.
Updike Commission Co., grain commission.*
Yantis & Co., S. W., grain commission.
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Farrington, J. E., Seed House, seed corn.

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Allen & Munson, grain, hay, flour.*
Barnes, W. H., grain, hay and mill feed.
Bender, A., grain, brokerage & com'n.
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Early & Daniel Co., grain and hay.*
Ellis & Fleming, grain and hay.*
Fitzgerald Bros., grain & hay commission.
Gale Bros. Co., grain, hay, feed.*
Gray, Ralph, receiver & shipper.
Kvie & Rodgers, buyers and shippers of grain.
London & Co., grain commission.
Standard Hay & Grain Co., grain, hay and feed.
Van Leunen & Co., Paal, grain consignments.
Whitcomb & Root, hay, grain and mill feed.

CLARKSBURG, W. VA.

United Brokerage Co., grain, hay, feed.

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Abel Bros., hay, grain, feed.
Bailey, E. I., grain and millfeed.*
Bennett, W. A., receivers grain, hay & millfeed.
Cleveland Grain Co., The, receivers and shippers.*
Gates Elevator Co., grain, hay, straw.*
Sheets Bros. Eltr. Co., The, grain, hay, straw.
Star Eltr. Co., receivers, grain, hay, straw.
Strauss & Co., H. M., grain, seeds, hay.*
Union Elevator Co., grain, hay and salt.*

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Robinson Grain Co., H. A., grain, hay and flour.
Seldomridge Grain Co., grain dealers.

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Stritmatter, Edward, grain merchant.

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Crescent Mill & Eltr. Co., flour and grain.
Denver Comm. & Grain Co., grain and hay.
Longmont Farmers Mill & Eltr. Co., flour, grain.
Scott, E. E., broker grain, cottonseed meal, bags.
Thompson Merc. Co., W. F., hay and grain.

DES MOINES, IA.

Lockwood Grain Co., B. A., grain & millfeeds.

DETROIT, MICH.

Dumont, Roberts & Co., receivers, shippers.*
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Hobart, H. M., grain, hay and millfeeds.*
Lapham & Co., J. S., recvrs. & shippers of grain.*

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Bradstreet, A. E., shipper, grain, hay & feedstuffs.

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Dillon Grain Co., grain, flour, feed and hay.

DULUTH, MINN.

Turle & Co., grain commission.

EL RENO, OKLA.

El Reno Mill & Eltr. Co., grain buyers & shippers.

ENID, OKLA.

Johnston, W. B., grain, feed, seeds & hay.

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Small & Co., W. H., field seeds, grain and hay.

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Howe Grain & Mer. Co., grain, hay, seeds, feed.

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Hinds & Lint Grain Co., receivers, shippers.
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Jacobs Grain Co., receivers and shippers.
Kemper Mill & Eltr. Co., grain and products.*
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Farmer & Sons, Oscar, hay and grain.
Fruechteinicht, Henry, grain & hay.
Schuff & Co., A. C., grain & hay.
Thomson & Co., W. A., corn, oats & rye.
Verhoeff & Co., H., receivers and shippers grain.*
Zorn & Co., S., grain.*

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Webb & Maury, grain and hay.*
West & Co., J. C., grain and hay commission.*

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Davies & Co., F. M., grain commission.
Fraser-Smith Co., grain commission.
Gatchell-Tanton Co., grain commission.
Hankinson & Co., H. L., grain commission.
Marfield-Tearse Co., grain commission.
McIntyre-Frerich Co., grain commission.
Minneapolis Seed Co., field seeds.
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Tutle & Co., grain commission.
Van Dusen-Harrington Co., grain merchants.*
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Wernli-Anderson Co., grain commission.
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Schwartz, B. F., brokerage and commission.*
Ulrichs & Hebert, grain commission and brokers.

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Scott & Co., Inc., S. D., wholesale hay & grain.

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Hanna Grain Co., grain, hay, seeds, alfalfa meal.
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Taylor Grain Co., receivers and shippers.*
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Weekes Grain Co., receivers and shippers of grain.
Welsh Grain Co., grain and hay commission.

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Miles, P. B. & C. C., grain commission.*
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Tyng, Hall & Co., grain commission.*

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Clevenger, S. J., buyer and commission.*
Deif Grain Co., E. E., grain and millfeeds.*
Dunwoody Co., Ezl., flour, grain, feed.*
Fraser, C. O., grain and feed broker.
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Miller & Sons, L. F., grain, seeds, hay.*
Pultz & Co., J. B., grain and feed.*
Richardson Bros., grain, flour, millfeeds.*
Rogers & Co., E. L., grain, hay.*
Stites, A., Judson, grain and millfeed.

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Kress Co., Harry W., track buyer, grain, hay.*
Spencer & Miller, grain, feed and seeds.

PITTSBURG, PA.

Elwood & Co., R. D., hay and grain.
Foster, C. A., grain, hay, feed.*
Geidel & Dickson, grain and hay.
Hardman & Heck, grain, hay and millfeed.
Heck & Co., W. F., grain and hay.
Herb Bros. & Martin, grain, hay and feed.
McCahey's Sons Co., Daniel, hay, grain, mill feed.
McCague, R. S., grain, hay.*
Smith & Co., J. W., grain, hay, feed.
Stewart, D. G. & Geldel, grain, hay and feed.
Walton Co., Sam'l., grain and hay.

PLAINVIEW, TEX.

Cobb & Elliott Grain Co., grain, seeds, coal, etc.

PUEBLO, COLO.

Cessna Gr. & Flour Co., P. A., grain, hay & flour.
McClelland Met'l I. & R. Co., grain, hay & feed.

RICHMOND, VA.

Fairbank & Co., S. G., grain, hay, seeds.

SAN ANTONIO, TEXAS.

Lupton, R., Whol. Grain & Cottonseed products.
Oppenheimer Grain Co., wholesale grain and hay.

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ST. LOUIS, MO.

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Carlisle Comm. Co., S. S., receivers and shippers.
Connor Bros. & Co., grain.*
Eaton, McClellan Com. Co., grain & hay.
Goffe & Carkener Co., grain commission.*
Green Commission Co., W. L., grain.*
Kennedy Grain Co., receivers, shippers.
McClelland & Co., F. M., grain and hay.
Mullally Com. Co., John, grain, hay, seeds.*
Nanson Commission Co., grain commission.*
Pendleton Grain Co., receivers & shippers.*
Picker & Beardsley Com. Co., grain & grass seed.*
Powell & O'Rourke, receivers, shippers.*
Roberts Grain Co., grain commission.
Toberman, Mackey & Co., consignments solicited.

TERRE HAUTE, IND.

Kuhn & Co., Paul, receivers and shippers.*

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DeVore & Co., H. W., grain and seeds.
Goemann Grain Co., grain buyers.*
King & Co., C. A., grain, clover seed.*
National Milling Co., cash buyers wheat.*
Southworth & Co., grain commission.*
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Steele, Briggs Seeds Co., Ltd., field seeds.

TRINIDAD, COLO.

Bancroft-Marty Feed & Produce Co., hay & grain.

TULSA, OKLA.

Binding-Stevens Seed Co., grain & seeds.

TYRONE, PA.

Miller's Sons, John H., receivers and shippers.

WASHINGTON, D. C.

Anderson, E. M., grain brokers and millers agent.
Clifton & Co., C. E., flour, grain and hay.

WASHINGTON COURT HOUSE, OHIO

Fayette Grain Co., buyers and shippers of grain.
Lloyd, C. E., shipper of kln dried corn.

WICHITA, KANS.

Craig Grain Co., J. W., receivers and shippers.
Hastings & Co., grain brokers.
Independent Grain Co., grain commission.
McCullough Grain Co., grain commission.*
Western Grain Co., The, wholesale grain, seeds.
Williamson Grain Co., J. R., gr. comm. merchs.

WINFIELD, KANS.

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Chicago Board of Trade.
203 Merchants Exchange, ST. LOUIS, MO.**Toberman, Mackey & Co.**

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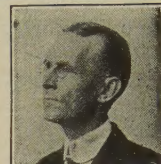
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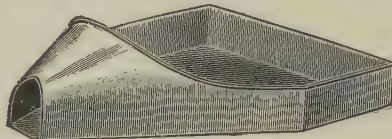
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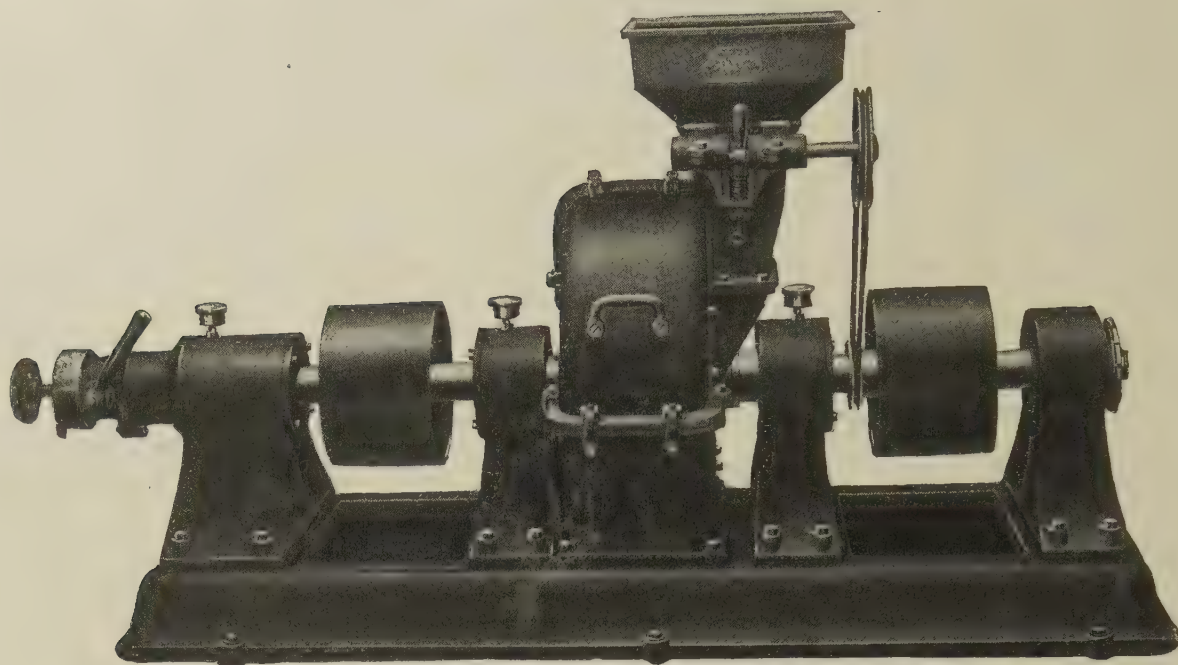


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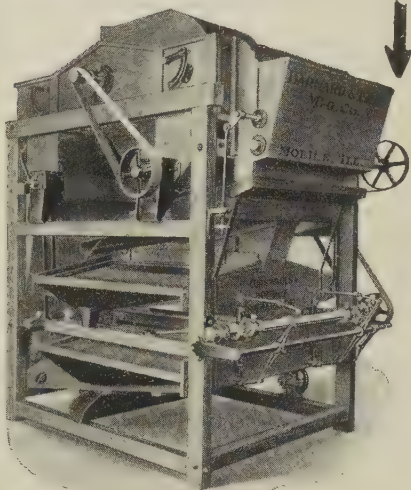
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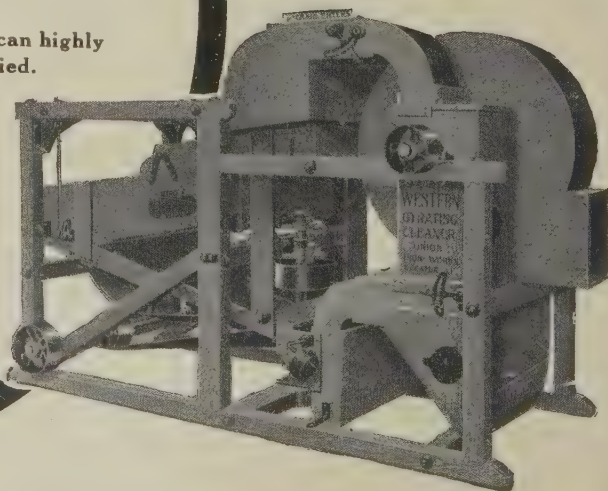
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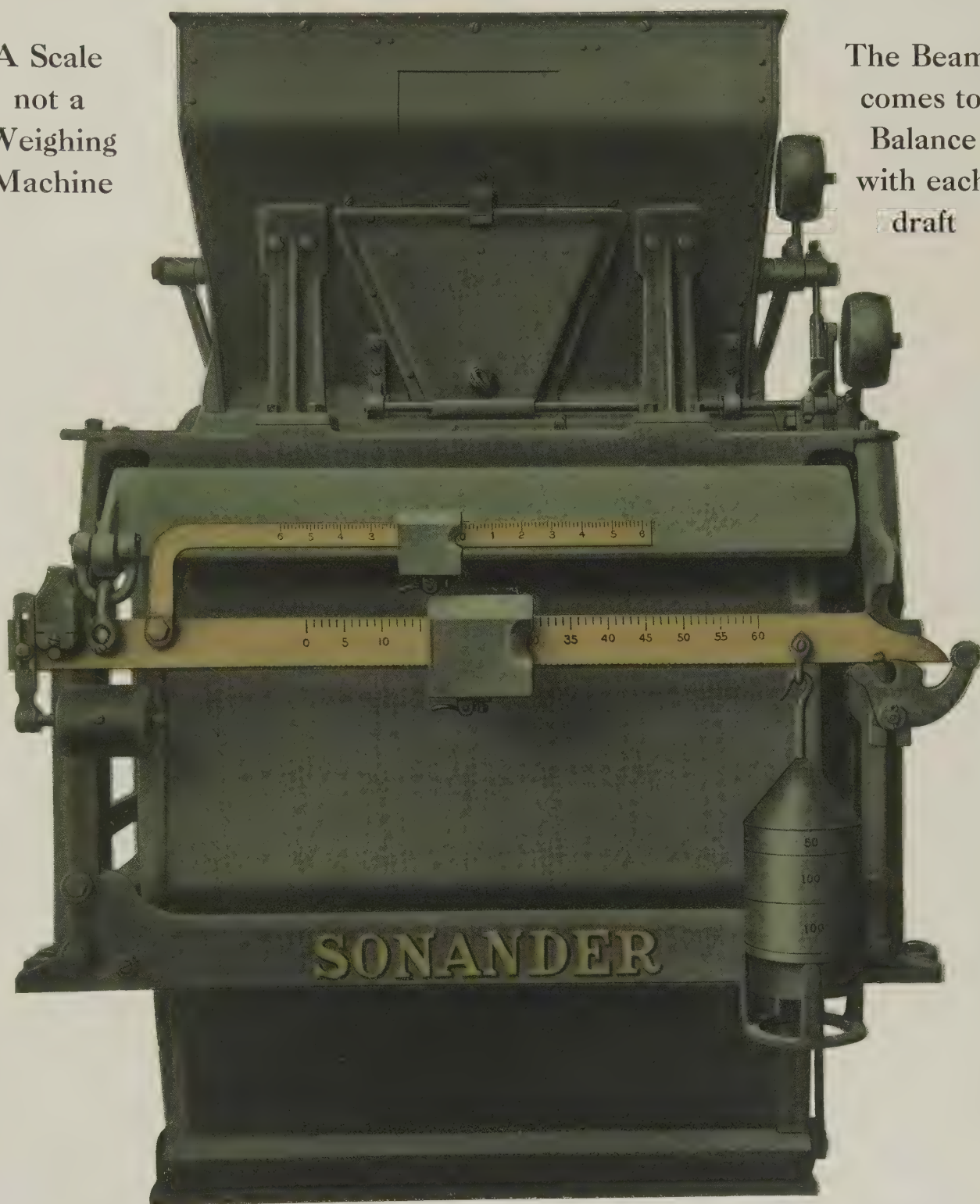
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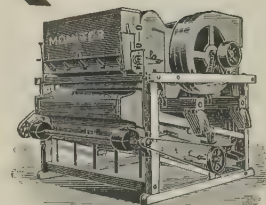
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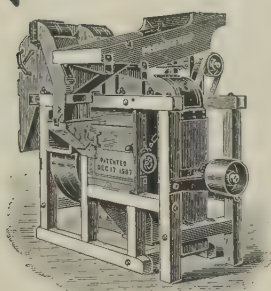
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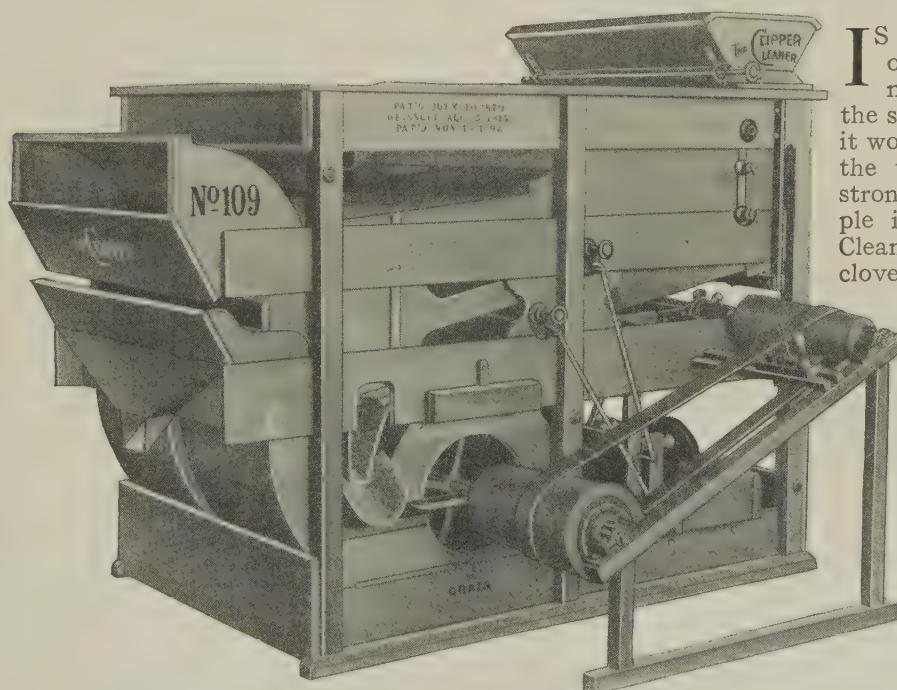
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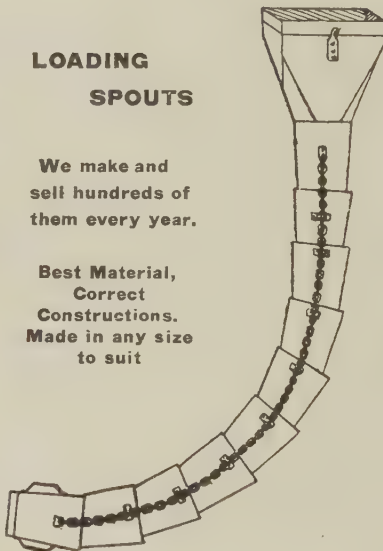
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Made in any size
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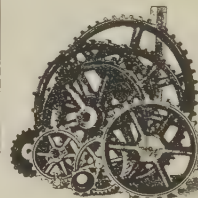


Sprocket
Chain
All
Sizes



SPROCKET WHEELS

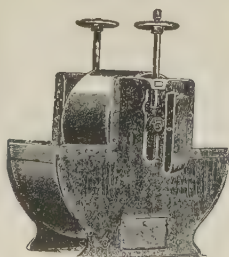
Plain, Split, or
with Clutches.



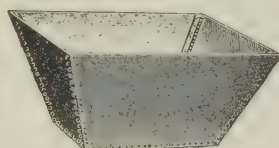
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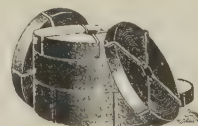
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SALEM CUPS.



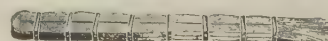
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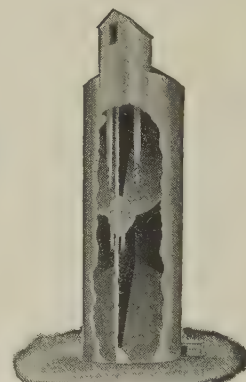
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6,000 "	1,700 "	2,900
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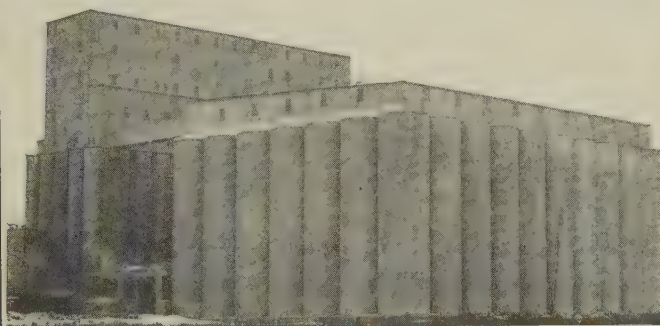
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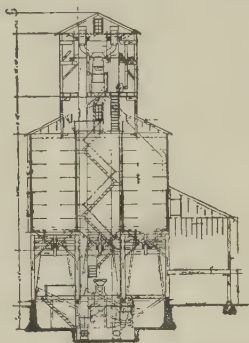


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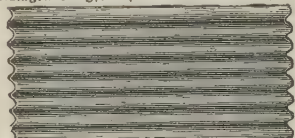
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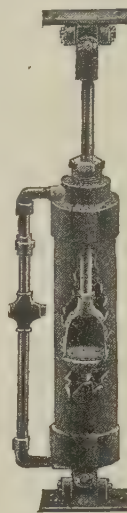
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In the purchase of a feed mill you should without fail consider

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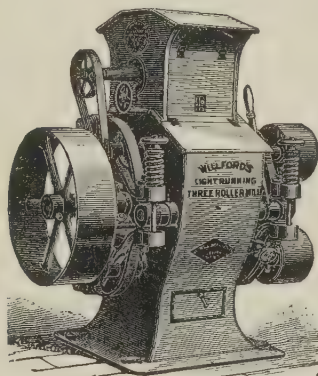
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Three Roller Mill

They take the least power.

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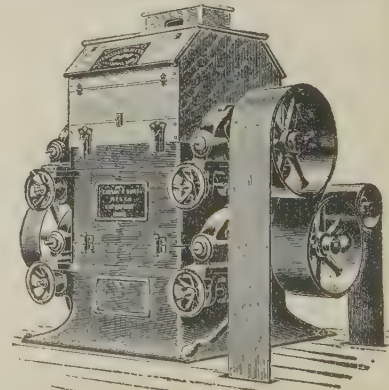
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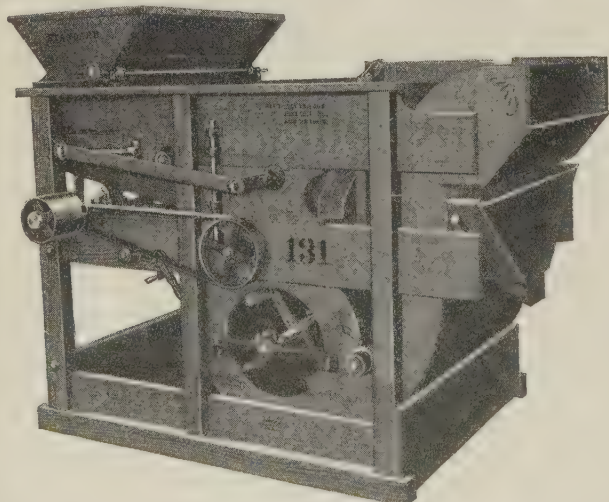
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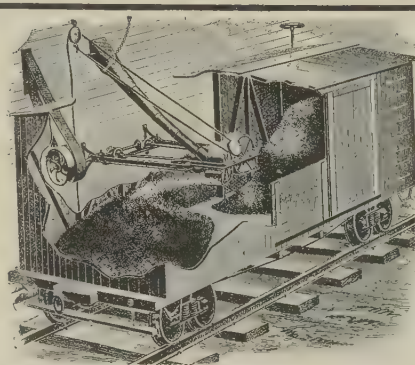
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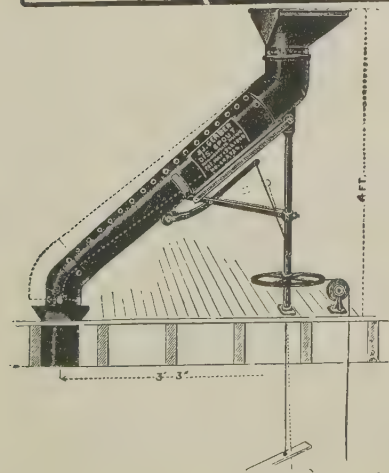
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Can be stopped at any floor.

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Proof against salt, acids, alkalis, fumes, sun, water, time.

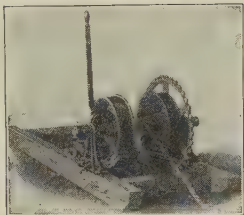
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PRICE—\$10.00
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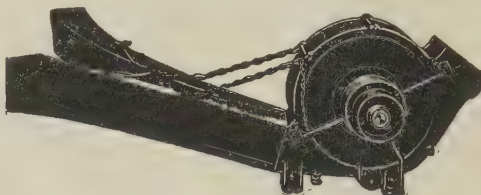
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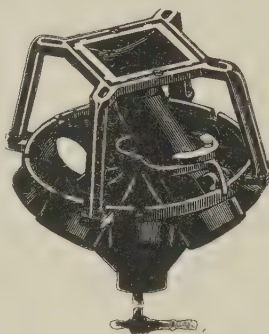
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thing until you have tried it and find that it meets your requirements. Should it not prove satisfactory you may return it at our expense, but we do not think you will find this necessary, for not one of them shipped during the last two years has been returned and there was nothing to prevent anyone from sending his back had he wanted to do so. In a very few instances they did not work just right at the start but when we were advised of the nature of the trouble we told the parties wherein they had not followed our directions and thereafter the machines were satisfactory. When asking for prices please state about how many bushels you wish to load per minute, as we make them in five sizes all of which we carry in stock.



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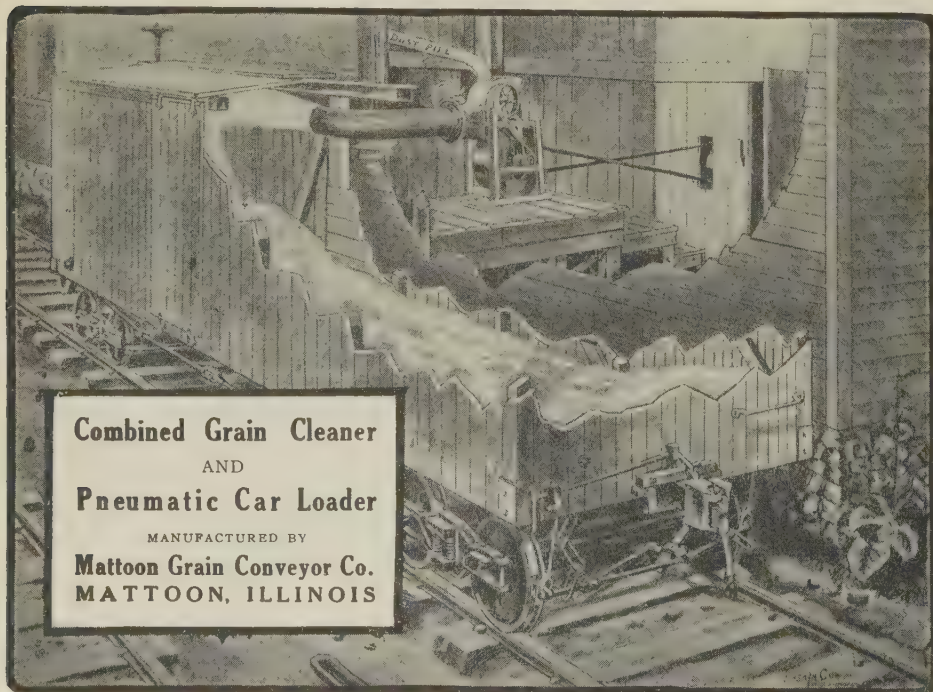
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MATTOON, ILLINOIS**

COMBINED

Grain Cleaner and Pneumatic

CAR LOADER

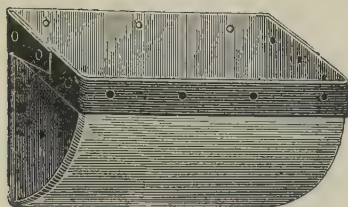
The ONLY Machine That Will Clean and Load at the Same Time.

The ONLY Car Loader That Will Not Damage the Grain.

The ONLY Car Loader With Automatic Loading Spout Which Insures Even Distribution of Grain in All Parts of the Car.

For Descriptive Circular and Prices, Address

**Mattoon Grain Conveyor Co.
Mattoon, Ill.**



WE maintain a special department for the manufacture of elevator buckets and flexible loading spouts; also carry a large stock of standard sizes for immediate shipment.

Our standard steel buckets are made of refined steel, the ends are double secured to the body by special machinery, enabling us to produce a bucket which, for strength and durability, has no superior. The tops are banded with steel, firmly riveted to the body. The shape is especially adapted to discharge readily.

We make flexible loading spouts in any length, diameter or gauge of steel, either standard or telescope style, round or square head.

LET US SUPPLY YOUR NEEDS.

UNION IRON WORKS

Manufacturers of

WESTERN Machinery for
Grain Elevators
DECATUR, ILL.



For Sale



For particulars see the
"ELEVATORS FOR SALE"
columns of the Grain Dealers Journal, Chicago

Those looking for elevator properties invariably consult its "Elevators for Sale" columns. If your elevator is for sale, make the fact known to the entire trade, put your For Sale sign in the "Elevators for Sale" columns, then you can be sure of selling quickly at a good price, and pay no commission on sale.

If you do not wish neighbors to know your elevator is for sale, you can have replies come in our care and we will forward them daily.

The cost for advertising is 15c per line

HESS DRIED —IS— BEST DRIED

Hess Dried grain brings a premium and is always in demand. Germinates strongly, mills easily and **keeps** till you use it.

Hess Grain Dryers are used everywhere and are the standard of excellence in drier construction. We make all sizes from 400 bushels daily capacity up to the monster driers such as we built at Boston, New York, Baltimore, Philadelphia, New Orleans, Galveston and other exporting stations.

Ask for Free Booklet

Hess Warming & Ventilating Co.
907 Tacoma Bldg., CHICAGO

P. S.—Ask us also about the Hess U. S. Moisture Tester.

R



Live weevil plus a little Fuma equals
dead ones every time.

Fumigate Your Elevators and Mills with **FUMA**

The only satisfactory method of treating grain in
the bin; kills all insects, weevils, moths, etc.

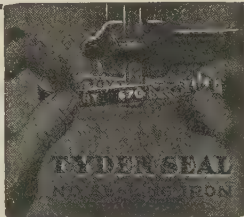
10c per lb., in 50 lb. and 100 lb. drums.
Send for printed matter.

EDWARD R. TAYLOR
Manufacturing Chemist Penn Yan, N. Y.

Claim Losses Prevented

by **TYDEN SELF-
LOCKING CAR
SEALS** bearing
your name and consecutive numbers.
Thousands of shippers use them.
Write for samples and prices.

INTERNATIONAL SEAL & LOCK CO.
Chas. J. Webb, Gen'l Sales Agent,
617 Railway Exchange Building, CHICAGO, ILL.



Claus-Bland Mfg. Co.

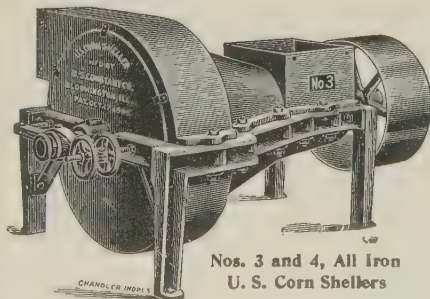
Successors to
Grain Dealers Supply Co.

MACHINERY and SUPPLIES OF ALL KINDS

We are offering some
Special Bargains in
Pulleys, Belting,
Spouts, etc., etc.

WRITE US.

305 South 3rd Street, MINNEAPOLIS, MINN.



Nos. 3 and 4, All Iron
U. S. Corn Shellers

Do It Now!

"EUREKA" GRAIN DRYERS



Are easily controlled,

Continuous in operation,

Thoroughly Reliable,

Inexpensive to install,

Results are Uniform.

All our claims are fully substantiated.

Any percentage of moisture can be removed.

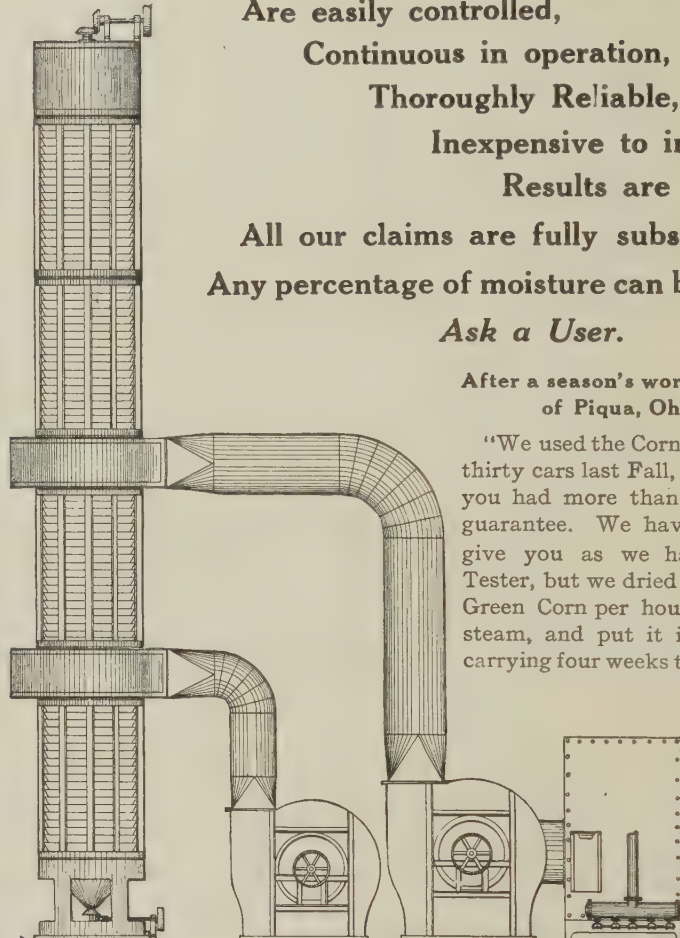
Ask a User.

After a season's work, C. N. Adlard,
of Piqua, Ohio, says:

"We used the Corn Dryer on about
thirty cars last Fall, and found that
you had more than exceeded your
guarantee. We have no figures to
give you as we had no Moisture
Tester, but we dried 160 bushels of
Green Corn per hour with 30 lbs. of
steam, and put it in condition for
carrying four weeks to New England.

Our Broker
said we had
the best corn
that had ar-
rived in that
section.

We would
not be with-
out the Dryer
at any cost."



Sole Manufacturers

THE S. HOWES COMPANY

Grain Cleaning Machinery Specialists

"Eureka Works," Silver Creek, N. Y.



Mechanicsburg, Ill., Feb. 3, 1911
B. S. Constant Co.,
Bloomington, Ill.

Dear Sirs:—

When I started out last Fall to get a new
sheller and cleaner, I visited several elevators
with different machines and then I bought a U. S.
Sheller and Cleaner and am well satisfied with
both. Have tested them and they will work up
to their full capacity and do it well.

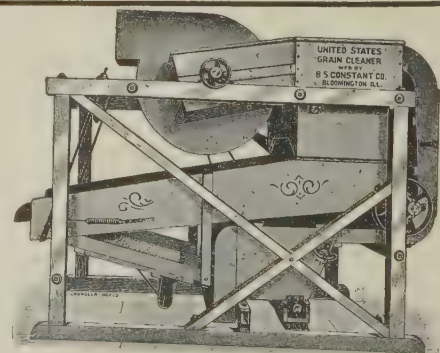
Yours truly,

O. H. Fullenwider.

His man also said, that in all his long
experience with cleaners, he never be-
fore saw one which set on the floor
without bracing and that our Improved
Eccentrix would fill a long felt want.

You try one for 30 days and be convinced

B. S. CONSTANT CO.,



U. S. Grain Cleaner

Bloomington, Ill.

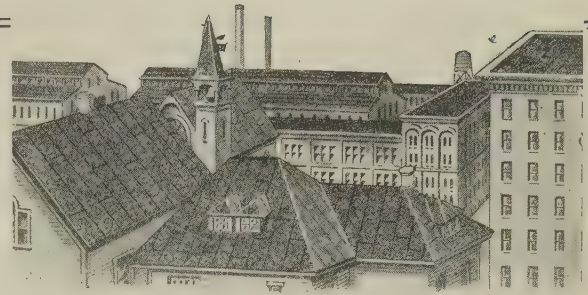
EDISON BSCCO PRIMARY BATTERY

Let us send you our convincing booklet that explains just why Edison BSCO Primary Batteries are absolutely the best, most reliable, efficient and economical batteries you can make use of—for whatever purpose you may require a battery.

Write us to-day.

EDISON MANUFACTURING COMPANY

49 Lakeside Avenue, Orange, N. J.



Roofed with **Burmite**

(REG. U. S. PAT. OFF.)

Flexible-Cement-Burlap Inserted MATERIAL
The BEST by TEST For ROOFING and SIDING

ELEVATORS, MILLS, WAREHOUSES, GRAIN, COAL and LUMBER SHEDS; RESIDENCES, BUSINESS and FACTORY BUILDINGS, CHURCHES, SCHOOL HOUSES, SUMMER HOMES, COTTAGES, BUNGALOWS, GARAGES, BARNs. Artistic and Attractive in Appearance—Durable and Inexpensive, Practical and Easily Applied with Superior Fire Retardative and Storm-Resisting Qualities to meet Extreme Weather Conditions—Sparks, Hail, Sleet, Sliding Ice, Rain, Snow, or the Extremes of COLD and HEAT do not affect the Superior Upper Coating of "Burmite," which is made in two separate and distinct Surfaces, i. e.,

BIRD-SAND and "Twolayr" SLATE-CHIPS (Pat. Pending)
To make yourself acquainted with this up-to-date Material for Roofing and Siding Buildings of CONCRETE, BRICK, STONE, FRAME or other construction—be they NEW or OLD, WRITE TODAY for our SAMPLES and BOOKLET,

"BURMITE QUALITY COUNTS"
Illustrated with Buildings, beautifully printed in colors, showing effect of BURMITE MATERIAL applied as a Roofing and Siding. Mailed free of all charges and obligation. **BERMINGHAM & SEAMAN CO.,** Roofing Manufacturers, CHICAGO GEN. OFFICES—1208-1226 Tribune Bldg. PLANT—56th, Armitage and Grand Aves.

Distributors of **BEAVER BOARD**

Chicago Cincinnati Buffalo
Birmingham, Ala. Dallas, Texas
Detroit and Grand Rapids, Mich.
Green Bay, Wis. Kansas City
Oklahoma City Memphis, Tenn.
Nashville, Tenn. Pittsburg, Pa.
Richmond, Va. St. Louis, Mo.
St. Paul, Minnesota

Birmingham & Seaman Co., Tribune Bldg., Chicago
Mail to my address, as above, Sample and Booklet. This places me under no obligation

Name
Address
Town State
G. D. J.

Clark's Decimal Grain Values SAVES TIME, MONEY AND PREVENTS ERRORS

It shows at a glance or with the simplest addition the cost of any quantity of Oats, Corn, Rye, Flax Seed, Wheat, Clover, Peas, Potatoes, Barley and Buckwheat at any possible market price per bushel and reduces pounds to bushels on the same page.

The values are shown directly from the pounds without reducing to bushels.

Quantities are shown in red figures, and values in black. The price being given at top and bottom of columns on each page.

Reductions to bushels are given in two columns, the larger showing the equivalent of the full line, or thousands, in the quantity column; the smaller the hundreds only.

Form No. 35 printed on 80 pound book paper bound in art canvas. Price \$5.00.

Form No. 36 printed on best linen ledger paper and bound in cloth half leather. Price \$6.00.

ADDRESS

GRAIN DEALERS JOURNAL
255 La Salle Street CHICAGO, ILL.

ELEVATOR MACHINERY

GRAIN DRYERS—All Sizes, CRUSHERS, SHELLERS and MILLS CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY, HOMINY MILLS

SEND FOR DESCRIPTIVE CATALOG
OF WHAT YOU WANT

THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.

CAN YOU AFFORD THE EXPENSE

of putting on a new roof when the old one can be made absolutely waterproof at a small cost—and KEPT waterproof for many years.

Maire's Indestructible Roof Preserver

makes an old leaky roof good as new. It will do more than repair the holes—it will stop corrosion on metal and prevent rust. And on shingle or composition roofs it is fully as effective in preserving the material and rendering the surface positively waterproof. Applied like paint. Every gallon guaranteed. A Mass of Evidence with full particulars sent free on request.

MAIRE PAINT CO., Minneapolis, Minn.

YOUR MESSAGE

Let the Grain Dealers Journal your message bear
To progressive grain dealers everywhere.



WITTE ENGINES

USE GAS, GASOLINE OR KEROSENE

make a dependable power for Elevator and Mill work. Your plant is running in one minute, no time lost getting ready for short runs. The equipments are complete and conform to Insurance rules.

FIVE YEAR BOND GUARANTEE

Our elevator engines have wipe feed oil systems, vertical valves auto noiseless mufflers and many other advantages. If you use the **WITTE** you help us advertise. So write for our introducing proposition stating size wanted.

WITTE IRON WORKS CO.
1626 Oakland Ave., KANSAS CITY, MO.

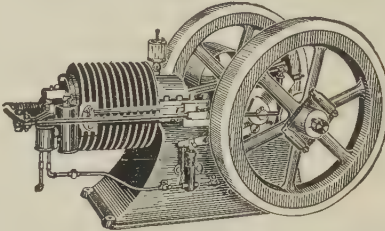
**Belting, Pulleys,
Hangers, Shafting
and Supplies**

Gas and Gasoline Engines

Send for Prices

**THE OSBORNE & SEXTON
MACHINERY CO., COLUMBUS
OHIO**

HAVE YOU MONEY TO BURN ?



If not, then do not burn it in your Gas Engine. This fanless and waterless Gas engine will run on 1/4 less gasoline than other make. Prove it yourself 30 DAYS FREE TRIAL, write
GADE BROS. MFG. CO., 410 Main St., Iowa Falls, Ia.

FOOS

GAS AND GASOLINE ENGINES

Have reached their present state of perfection as a direct result of 22 years experience in manufacturing them. These engines are built in the largest exclusive gas engine plant in America where they have the advantages of superior superintendence, and the best shop equipment. Catalogue No. 20 explains points of great interest to prospective engine purchasers. send for it. Horizontal and vertical 2 to 500 HP.

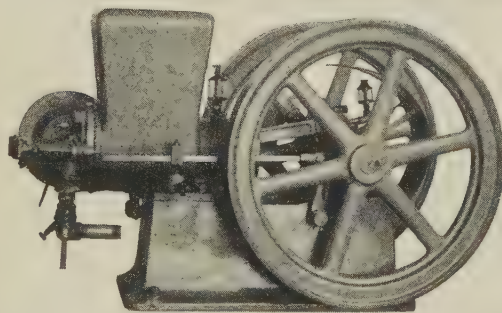
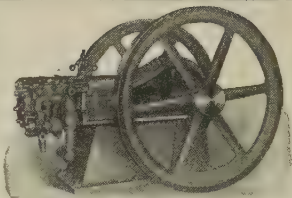
**THE FOOS GAS ENGINE CO.,
SPRINGFIELD, OHIO.**

"NEWERA"

Gas and Gasoline
ENGINES
are used by elevator men all over the United States because of their advantages over others, and their economy in operation.

Write for particulars and prices

**The New Era Gas Engine Co.,
86 Dale Avenue, DAYTON, OHIO**



The THOMPSON Automatic Engine

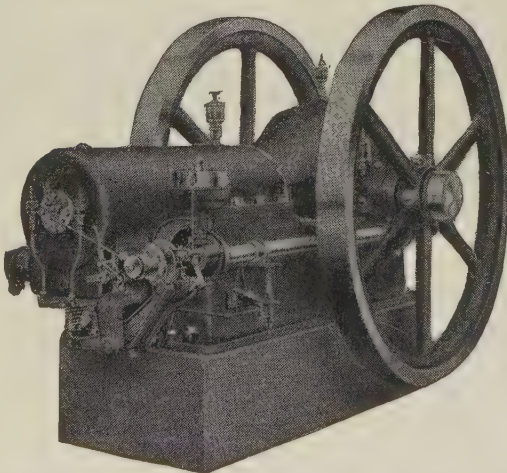
FOUR CYCLE

This engine is unique in its simplicity. It is absolutely down to bed rock on working parts, and still it has all the essential features of a first class four cycle engine. The valves are in the head, the inlet valve being opened mechanically. There are no gears, cams, and no gasoline pump to bother. The gasoline is fed by suction. High grade Jump Spark ignition. For its weight and size this is the most powerful engine on the market today. 4 H. P., 6 H. P., and 8 H. P. sizes. The price is right—let us book your order.

J. THOMPSON & SONS MFG. CO.,

Beloit, Wis.

THE FIELD = THE ENGINE OF NATIONAL SUPREMACY



The Field Engine is today the highest class Engine built in America, and is one of the most popular Elevator Engines.

If your dealer does not carry them, write direct to

The Field Brundage Company
302-332 Belden Road Jackson, Mich., U. S. A.

BUYERS AND SELLERS

of grain elevators. You can make your wants known quickly by advertising in the "Elevators for Sale and Wanted" columns.

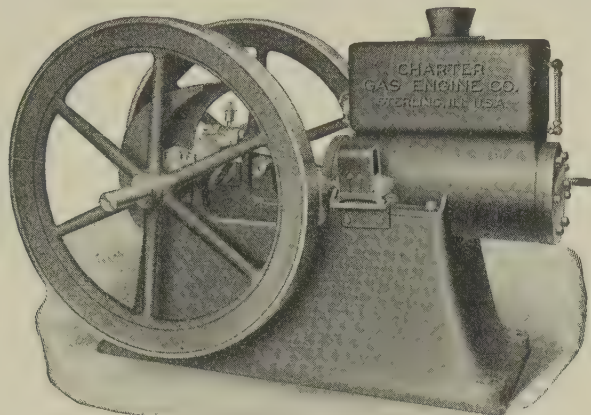
Transmission Rope

WE CARRY A COMPLETE STOCK for immediate delivery in all the sizes from half inch to two inch diameter. *Every Foot of Rope* guaranteed to be of Finest Material and Superior Workmanship. Give it a Trial.

**The Strong-Scott
Mfg. Co.**

MINNEAPOLIS, MINN.

35 H. P. 15 YEARS—AS GOOD AS NEW



Charter Gas Engine Co., Sterling, Ill.

Luton, Iowa, Feb. 15, 1911

Gentlemen:—

Have been using a 35 H. P. Charter Gasoline engine, purchased of you, for 15 years. Have used it for grinding corn and other feed and have always fed from 1600 to 3500 cattle annually and ground most of the feed. We have generally ground ear corn as we consider that the most profitable feed. The engine is running today and I do not see that it is much different than when new. We have never had a fire in the engine room.

We also had a 25 horse Charter engine in elevator at Flanders, Iowa, which recently burned. The engine was in the heat of the fire but think it can be put in running order at small expense.

Your books will show that the repairs for these engines have been light. Never had any trouble starting the engines except when 20 or 30 degrees below zero, and think then there should be a fire to warm up the room.

Yours respectfully,

Payne & Sargisson

Original Gasoline Engine of the World

100 H. P. and smaller for All Kinds of Work

Gasoline, Kerosene, Naphtha, Distillate Gas, Fuel Oil
(Very Economical)

Send for Catalog and Give Your Specifications

CHARTER GAS ENGINE COMPANY

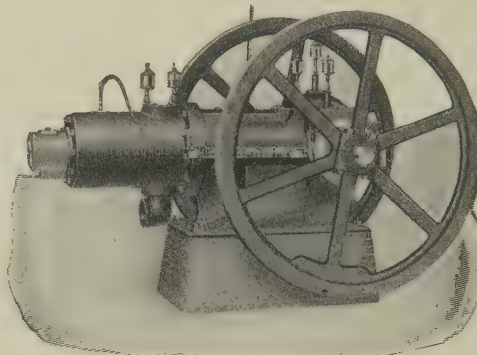
Box 509, Sterling, Ill., U. S. A.

Revolutionizing Means Economizing

We revolutionized the internal combustion engine industry by manufacturing the most economical engine known.

The Muncie Oil Engine

"Producing Power with the Cheapest Fuel."



It Operates on Crude Oil, Fuel Oil, Kerosene or Distillate. The few working parts reduce possible repairs and expenses to a minimum making the engine pay for itself in a short time.

Write for particulars, references and prices.

Muncie Gas Engine & Supply Company

Mulberry St. and Railroads

MUNCIE, INDIANA

Big Oaks from Little Acorns Grow

¶ The following letter came to the Journal entirely unsolicited. It points its own advice, and further demonstrates the thoroughness with which the Journal covers its field, and that no item, however small, escapes the eyes of its discerning clientele.

HARTWICK, IOWA,

September, 26th, 1910.

Grain Dealers Journal,
Chicago, Ill.

Gentlemen:

A few weeks ago you inserted a local item that we had erected a seed house for storing and cleaning seed.

We were surprised, in a short time, to receive inquiries requesting bids on grass seed, not only in the United States, but also Germany.

If a local item brings such returns, an advertisement would certainly do wonders. We wish to thank you for favors shown us in the past, and wish you much success in the future.

Yours very truly,

JAS. McCARTY ELEVATOR CO.

¶ Advertising rates are low compared with the service and results rendered.

Too
bad
you
got
"stung"
on
that
last
cleaner.

Don't
let
it
happen
again.

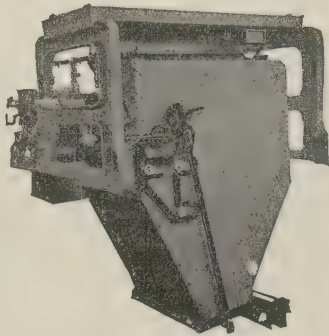
Buy
a
Reliable
BEALL
Cleaner.

You
will
be
proud
to
show
it
to
others
especially
years
hence.

The Beall Improvements Co.

DECATUR, ILLINOIS

Proof Positive That The Richardson Is The Automatic Scale To Specify.



What the Largest
Millers in the coun-
try have to say:—

Minneapolis, Minn.

"The hundred bushel Richardson Automatic scale in our elevator has been in operation for the past three years, has handled more than 75,000,000 bushels of wheat and is still weighing as accurately as it is possible

to weigh. The scale has been entirely satisfactory from the day it was installed."

WASHBURN-CROSBY COMPANY

A Word to the Wise is Sufficient.

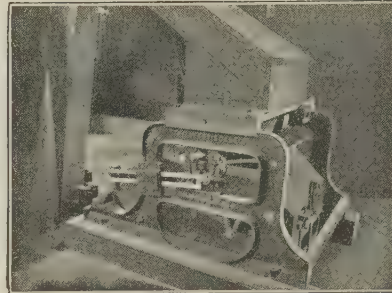
RICHARDSON SCALE COMPANY,

6 Park Row, NEW YORK

122 Monroe St., CHICAGO,

415 Third St. S., MINNEAPOLIS.

AVERY



**WEIGH
YOUR
SCALE
BEFORE
BUYING**

YOUR BANK BALANCE FIGURES

**FOLLOW THE LEAD OF
YOUR WEIGHT FIGURES**

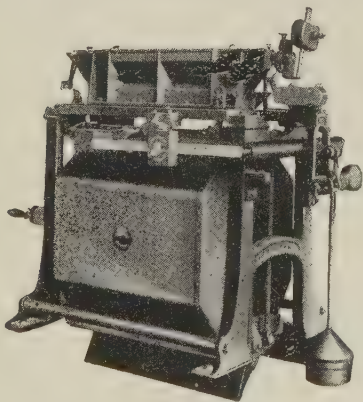
**Would you trust the handling of your BANK ACCOUNT
to the first man to ask you for it without investigation?**

**YOUR SCALE RUNS YOUR
BANK ACCOUNT**

GET ITS REFERENCES!

AVERY SCALE CO.

NORTH MILWAUKEE, WIS.



You Lose Every Time

you use scales
that are inaccu-
rate. You rob
yourself, or cheat
a customer — a
losing proposition
in either case.

Fairbanks Automatic Scales

respond fully to the demand for *accuracy*, simplicity, efficiency and durability. Trashy grain will not clog it.

All in plain sight above the floor. Has less mechanism and will do more than any other.

Write for Catalog No. 550AW.

Fairbanks, Morse & Co.

Chicago

St. Paul, Minn.

Omaha, Neb.

Have You Seed For Sale?

Do You Wish To Buy Seed?

**See our "Seeds For Sale—
Wanted" Department
This Number.**

YOUR BUSINESS

can be introduced to the progressive grain dealers of the country under most favorable circumstances (and you will be in good company) by the judicious use of space in the

GRAIN DEALERS JOURNAL

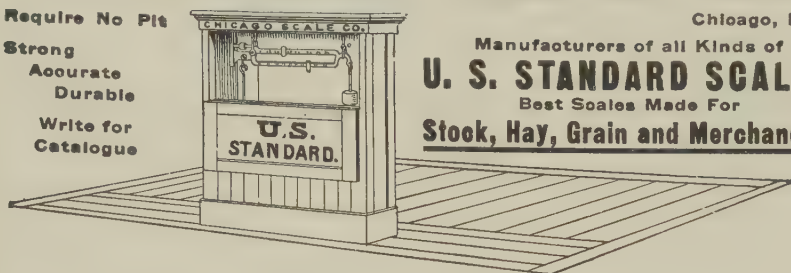
CHICAGO SCALE COMPANY

1021 Jackson Boulevard
Chicago, Ills.

Require No Pit

Strong
Accurate
Durable

Write for
Catalogue



Manufacturers of all Kinds of
U. S. STANDARD SCALES
Best Scales Made For
Stock, Hay, Grain and Merchandise

Official Scale at all Fat Stock Shows

Highest Premiums Awarded at all Expositions

Only Scales Made Arranged to Hang in **SOLID STEEL FRAMES**

Grain Storage Receipts

Designed to be used by country elevator men, who store grain for patrons, in keeping a record of grain stored.

These receipts are numbered in duplicate, two on a page, with perforation between for easily tearing apart. The receipt is signed by the elevator man and shows he has received in store of net bus. Wheat to be stored and insured under following conditions, etc.

The stub is used for recording the name of the owner of the wheat, the number of gross bus., dockage bus., and net bus. and lbs., grade and dockage per bu.

Each book contains 50 receipts printed on bond paper, 10½x3½ in.

Order form No. 4 Price 50 cents.

GRAIN DEALERS JOURNAL
255 La Salle St. CHICAGO, ILL.

SOMETHING BETTER

The manifest advantages of the automatic scale are recognized—the cry is for simplicity, accuracy, efficiency and durability.

1911 dawns upon something better:

THE RELIANCE AUTOMATIC SCALE

the one scale which responds to these demands.

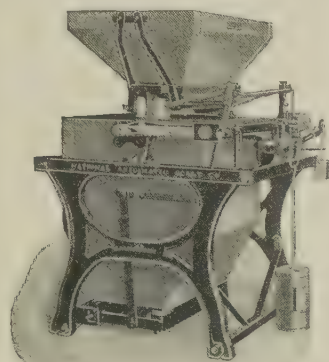
Send for our 1911 catalogue and let us show you why.

60 Days Free Trial.

5 Years Guarantee.

NATIONAL AUTOMATIC SCALE CO.

BLOOMINGTON, ILL.



Continuous Weigher

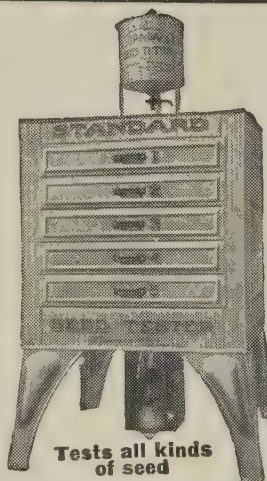


Portable Bagger

An Easy Way to Make a Lot of Extra Money

Progressive Grain Dealers and elevator men are rapidly entering this new field of profits. Here are the facts:

Farmers want tested seed corn and they're willing to pay for it. One seedsman gets \$5.00 a bushel for his. Another gets \$4.50. And they won't have enough to go around. Why don't you get after your seed houses—offer them tested seed corn—100% perfect—and get some of the big easy profits. You can test enough seed corn for 40 acres in one day with one Standard Seed Tester and there isn't the least doubt about the truth of what the



Tests all kinds of seed

Standard Seed Tester

tells you. Works on Nature's own plan. Can't make a mistake.

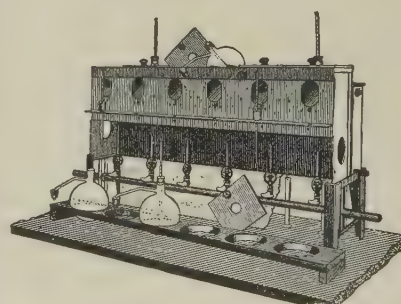
Let me tell you all the facts. I also have a proposition to make you to act as my agent in your locality in selling Standard Seed Testers.

The Standard costs little—pays for itself in a jiffy. Write me quick for price and my proposition. Don't miss this easy-money opportunity. Address me personally.

W. C. ADAMS, President

The Standard Seed Tester Company, Box 44, DECORAH, IOWA

Moisture Tester



BROWN & DUVEL'S

For Accurate Determination of the Percentage of Moisture contained in Grain and Other Substances.

The Machine is adopted as Standard by the U. S. Department of Agriculture.

In use by all U. S. Grain Standardization Laboratories.

Prices and Descriptive Booklet on Application.

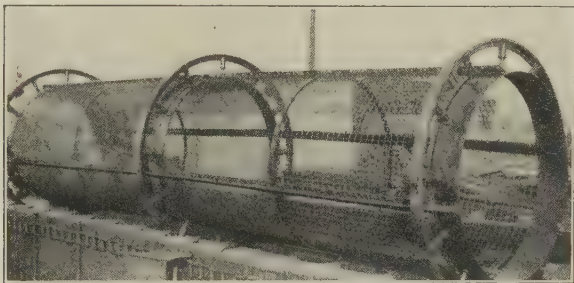
Exact results guaranteed.

The Kny Scheerer Co.

Dept. of Laboratory Supplies
404-410 West 27th St., New York, U. S. A.

LINCOLN COAL

6-inch Lump passes over this 36 ft. Shaker Screen



6x3 Egg and 3x1½ Nut pass through this 30 ft. Revolving Screen.

Screenings and impurities are taken out before the coal is loaded.
Write for delivered prices.

Lincoln Springfield Coal Co., Old Colony Building, **Chicago**

COAL!**Lill-Robinson Quality**

is MORE than the standard; it is the best! When you buy

"L-R" Coal

you not only get the very best the market affords, but you get even more than this. You get

Lill-Robinson Service

This means that when you order coal from the "L-R" Company, you get "what you want when you want it," and if you have had much experience in buying coal you know what this means.

We are shippers of the very best coal from the following fields:

"ECONOMY" 6" Lump and Egg and 3" Nut, Franklin County, Illinois.

CARTERVILLE 6" Lump and Egg and 3" Nut, Southern Illinois.

"GOOD WORTH" Lump, Egg and Nut, from Indiana.

LONE RIDGE POCAHONTAS from West Virginia.

SUNDAY CREEK HOCKING, Ohio.

Write us for delivered prices at your station.

LILL-ROBINSON COAL COMPANY

215 DEARBORN ST., CHICAGO

Long Distance Phone, Wabash 3288—ALL DEPARTMENTS

IMMEDIATE SHIPMENT

VIA ALL LINES

HARRISBURG COAL

DOMESTIC LUMP over a 6-in. Shaker Screen

DOMESTIC EGG through a 6-in. and over 3-in. Shaker Screen

DOMESTIC No. 1 NUT through a 3-in. and over 2-in. Revolving Screen

We Load Sealed Box Cars

Operators also in the following fields: Linton No. 4, Green County, Ind.; Springfield, Ill.; Clinton, Ind.; Fairmont, W. Va.; Cambridge, Ohio

O'GARA COAL CO.

General Offices
Marquette Bldg.

CHICAGO, ILL.

Minneapolis Office:
209 Lumber Exch.

"Wanted" and "For Sale"

The rate for advertisements in this department is 15 cents per type line each insertion

MACHINES FOR SALE.

FOR SALE. Five large steel elevator boot tanks. Good condition, water tight, low price. Write R. E. Jones Co., Wabasha, Minn.

FOR SALE—1 50-horse Corliss steam engine, 1 35-horse Frost steam engine, 1 60-horse boiler, 1 100-horse boiler, 1 No. 0 Eureka grain cleaner, 1 size 1 Barnard & Leas grain cleaner, 1 size 1 flour dresser, 1 25-light dynamo. Address W. I. Thompson, Madison, S. D.

COMPLETE AND UP TO DATE machinery including Corliss power plant for an 80 bbl. flouring mill, Barnard & Leas system. Owners wish to dismantel building for other purposes. A bargain for cash. Address Clover Leaf, Box 3, Grain Dealers Journal, Chicago, Ill.

SECOND HAND FOR SALE—Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foos; 1-19" Foos; 3 pair high roller mills; 2-9"x18" Noye, gear drive; 1-9"x15" Case; 1-7"x18" 3 pair high Alfrie, belt drive; 1-7"x15" Alfrie, 2 high roller mill. Separators: 1 No. 1 1/2 Barnard & Leas milling, 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic, 25 bu. cap.; 1 No. 256 Monarch Magnetic, 50 bu. cap.; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors: 1 No. 3 P, 1 No. 4 A, 1 No. 2-B Wilson Tubular, 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncie, Pa.

MACHINES FOR SALE. 1 No. 9 Monitor dustless double barley separator, 1 No. 8 Monitor special barley separator, 1 Rochester flax grain & seed cleaner, 2 No. 5 Clipper grain & seed cleaners, 2 double car unloaders, 1 car puller, 4 friction clutch pulleys, 2 distributing spouts, 6 day dust collectors and 1 fan, 6-500 bu. Fairbanks scales, 1 4 h. p. steam engine, 1 fire pump, 1 heater and purifier, 6 hopper tanks for elevator boots, 4,000 very good elevator buckets, 1 26-inch rubber drive belt, 2 26-inch rubber conveyor belts, 2 24-inch rubber conveyor belts, 1 20-inch elevator belt, 300 perforated zinc sheets new and second hand, 300 small rope sheave guides. We guarantee all machines to be in good condition. Write for what you want and you will be surprised at our low prices. La Crosse Wrecking Co., La Crosse, Wis.

SECOND HAND MACHINERY. — We offer the following Rebuilt Machinery at greatly reduced prices (subject to prior sale): Largest stock in the world. Separators—Big lot large and small capacities.

Feed Mills, 7x14 Great Western, 9x14 Allis, 9x24 Barnard & Leas, all two pair high; 7x14 Richmond, 9x18 Noye, 9x18 Smith, 9x24 Alfrie, 9x30 Wolf, all three pair high, No. 0 Willford three roll, two reduction and many others.

Roller Mills, 9x30 and 9x18 Stevens single; 9x18, 9x24 & 9x30 Allis, Stevens, Barnard & Leas, Nordyke & Marmon, Case double and 300 more of various makes and sizes.

Attrition Mills, 19 inch, 24 inch and 26 inch Foos, 30 inch American.

Corn Crushers, No. 7 and 10 Bowsher; No. 1 Foos; No. 2 Triumph; No. 12 Sullivan.

Elevator Belts—A big lot with buckets attached of various lengths and sizes.

Pulleys—A big lot, both wood and iron, from 3 inch to 10 ft. in diameter.

Write for new book "Gump Bargains," giving complete list all machines in stock. B. F. Gump Co., Mill and Elevator Machinery, 431 S. Clinton St., Chicago.

MACHINES FOR SALE.

COMPLETE EQUIPMENT of modern 150 bbl. winter wheat sifter system flour mill for sale, including shafting, pulleys, hangers, rolls, reels, sifters, etc. All in good condition, knocked down and ready for shipment. Can be inspected in storage at Toledo, Ohio. Further particulars on request. Address Machines, Box 5, Grain Dealers Journal, Chicago, Ill.

MACHINES FOR SALE. One 18" Engleberg Hallstead attrition mill, one 24" Foos mill, two 24" Cogswell attrition mills, one 34 h.p. Miami gas or gasoline engine, one style N. Foos grinder, one No. 7 Bowsher and one No. 10 Bowsher feed mill, one 18x32 automatic steam engine, 100 to 150 h.p. The Orville Simpson Co., Successors to Straub Machinery Co., Cincinnati, Ohio.

MACHINES WANTED.

WOULD EXCHANGE 16 h. p. traction engine for Alligator box press. W. D. Rapp & Son, Sabina, Ohio.

WANTED—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

GASOLINE ENGINES.

ONE 50 H. P. IMPROVED MILLER GAS engine for sale. Gregory Electric Company, 16th & Lincoln Sts., Chicago, Ill.

FOR SALE AT A BARGAIN new and second hand gas and gasoline engines from 10 h. p. to 65 h. p. Muncie Gas Engine & Supply Co., Muncie, Ind.

ONE 15 H. P. FAIRBANKS gasoline engine in good running order for sale at a bargain if taken quick. Address F. W. Scanling, Chrisman, Ill.

IF YOU HAVE a gasoline engine for sale advertise in the "Gasoline Engines" column of the Grain Dealers Journal and get quick results.

WE OFFER 5, 6, 12, 25 and 50 h.p. Fairbanks-Morse engines for quick sale. Have also a 30 h.p. McVicker like new and many other sizes and styles. State your requirements. Gas Power Engineering Co., Milwaukee, Wis.

GAS AND GASOLINE ENGINES.

15 h. p. Otto, 20 h. p. Fairbanks-Morse, 40 h. p. Wooly, 45 h. p. Fairbanks-Morse, 60 h. p. New Era, many others. Steam engines and boilers 5 to 500 h. p. Pumps, heaters, electric machinery, etc. Hugh W. Dyar, 204 Dearborn St., Chicago.

GAS AND GASOLINE ENGINES.

1 10-h. p. Fairbanks-Morse.
1 18-h. p. Model.
1 20-h. p. St. Marys.
1 20-h. p. Fairbanks-Morse.
1 25-h. p. Climax.
1 50-h. p. Fairbanks-Morse.
Address Cleveland Belting & Machinery Co., 160 Scranton Rd., Cleveland, Ohio.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
25 H. P. Columbus.
25 H. P. Fairbanks-Morse.
22 H. P. Fairbanks-Morse.
15 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
6 H. P. Fairbanks-Morse.
4 H. P. Fairbanks-Morse.
Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

STEAM ENGINES—BOILERS.

1 150-H. P. WATER TUBE BOILER and 100 h. p. steam engine for sale. In good condition. Address Boiler, Box 5, Grain Dealers Journal, Chicago, Ill.

FOR SALE—1 50-h. p. center crank Erie steam engine, used only 3 years, 1 Gardner hot water pump, 1 Excel attrition grinding mill 24-inch plates, belting, shafting and conveyors. Address L. P. Raymond, Malcolm, Iowa.

STEAM ENGINES.

Corliss & automatic engines all sizes. Throttling engines, horizontal & vertical. Boilers, tubular, portable & water tube. Belting, leather, rubber and canvas. Address Cleveland Belting & Machinery Co., 160 Scranton Rd., Cleveland, Ohio.

REBUILT ENGINES AND BOILERS. ENGINES—CORLISS: 20x48 Wheelock, 18x36 Ohio Heavy Duty, 14x42 Hamilton, 14x36 Vilter, 12x36 Allis, etc.

ENGINES—AUTOMATIC: 15x14 Erie, 14 1/4x16 Buckeye, 11x16x12 Buffalo Compound, 13 1/2x15 Taylor, 13x16 Erie, 13x12 Harrisburg-Ideal, 13x12 Phoenix, 12x14 Green, 12x12 Armstrong & Sims, 11x16 Atlas, 10 1/4x14 Buckeye, 10x14 Noyes, 9x12 Russell, 7x10 Atlas, etc.

ENGINES—THROTTLING: 16x22 H. S. & G., 14x18 Sinkler-Davis, 14x14 Lewis Vertical, 12x16 Reed, 12x14 Gibbs, 12x12 Wells, 10x16 Bass, 10x12 Oil Well, 9x12 Ball, 9x10 Reed, 8 1/4x12 Leffel, 7x10 O. & S., 6x8 Industrial, etc.

BOILERS—STATIONARY: 72x18 high pressure, 72x18 standard, 72x16, 66x16, 60x16, 60x14, 54x16, 54x14, 48x14, 44x14, 44x12, 42x12, 36x16, 36x12, etc.

BOILERS—FIRE BOX: 100, 80, 60, 50, 40, 30, 25, 20, 16, 12, 10 and 8 h.p., etc.

BOILERS—VERTICAL: 50, 40, 35, 30, 25, 35, 30, 25, 20, 16, 12, 10 and 8 h.p., etc.

BOILERS—VERTICAL: 50, 40, 35, 30, 25, 20, 16, 12, 10, 8, 5 and 3 h.p., etc.

HEATERS: All sizes, open and closed.

PUMPS: All sizes, single and duplex.

MISCELLANEOUS: Saw mills, lath mills, edgers, cut-off saws, re-saws, blowers, exhaust fans, tanks, etc. Write for list. Also full assortment of new machinery. Sole manufacturers of the celebrated "Leader" Injectors and Jet Pumps. Send for circular. The Randle Machinery Co., 1748 Powers St., Cincinnati, Ohio.

SCALES FOR SALE.

SCALES for elevators and mills, lowest price. Chicago Scale Co., Chicago.

GOOD FAIRBANKS R. R. SCALE for sale. Capacity 120,000 lbs. This scale is in good condition and the price is right. Edinburg Farmers Grain Co., Edinburg, Ill.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

FOR SALE one No. 44 Avery portable sacking scale, 120 lb. per discharge. In first class condition. Price \$200. One 50 h. p. steam boiler, complete. In first class condition, make offer. W. H. Hurley, Clinton, Mo.

ELEVATOR SUPPLIES.

GRAIN TESTERS—Three sizes, one pint, one quart, and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, O.

BUILDING MATERIAL.

2 MILLION FT. 2x6, 2x8, 2x10 hemlock cribbing; all size timbers, boards and ready roofing. J. G. Ruel, 7337 Stoney Island Ave., Chicago.

ELEVATORS FOR SALE.

IOWA—For sale or exchange, elevator. Only one in town. Write P. O. Box 193, Webster City, Iowa.

TWO ELEVATORS OF 25,000 and 12,000 bus. capacity for sale. Doing good business, good territory. Address Pearson & Hayton, Marshall, Okla.

NORTHEAST KANSAS. Good elevator for sale. Doing good business; good competition. Address F. H. C., Box 1, Grain Dealers Journal, Chicago, Ill.

SOUTHWESTERN IOWA elevator and coal business for sale in town of 1,500. Good territory; on own ground. Address I. R. V., Box 10, Grain Dealers Journal, Chicago, Ill.

IOWA. 15,000 bushel elevator in good grain territory for sale. Doing good business; no farmers competition; one competitor. This is a bargain. Address P. I. D., Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATOR IN NORTHERN IOWA doing good business, no competition. Past results will show property will pay a high rate of interest on the investment. Cash trade only. Address Iowa, Box 5, Grain Dealers Journal, Chicago.

NEW ILLINOIS ELEVATOR of 15,000 bu. capacity for sale. Only house at station. Ships 80,000 to 100,000 bu. per year. Can engage in coal or lumber without competition. Extra bargain. Address S. A. B., Box 1, Grain Dealers Journal, Chicago.

LINE OF 22 COUNTRY ELEVATORS for sale, all located in good territory; 15 in Minnesota and 7 in North Dakota. Will sell as a line or single. Excellent proposition. Address Proposition, Box 5, Grain Dealers Journal, Chicago, Ill.

KANSAS—15,000 bu. elevator on Mo. Pac. for sale. Cleaner, hopper scales, double dumps, etc. Good soft wheat territory; good shape, easy competition; insured \$3,000, price \$3,750. For other bargains write us. Address Desk No. 4, 205 Sedgwick Block, Wichita, Kansas.

OKLAHOMA. For sale, elevators and storage aggregating 65,000 bu. located at three best points on the O. C. R. R. Country new and fast developing. Doing good business in corn now. Price \$8,000. Good terms if desired. Address G. F. B., No. 104 Exge. Bldg., Kansas City, Mo.

WESTERN OHIO corn belt elevator for sale. Favorably located, doing a very profitable business in grain, hay, seed and coal. An excellent town of 1000, two trunk line railroads; plant is good as new and modern. A bargain for you if you will write today. Address Buckeye, Box 11, Grain Dealers Journal, Chicago, Ill.

BLACK RIVER FALLS, WIS. Frame elevator for sale. Ships 100,000 bu. grain in a normal year; also handles seeds, flour, feed and salt; only one other elevator at this point; this is a money maker; will stand close investigation; good reason for selling; price \$4,500. Address Box 17, Black River Falls, Wis.

THAYER COUNTY, NEBR. Elevator for sale in wheat and corn belt. Large crop to move this year; nearly all grain is marketed; no cattle feeding; only two elevators in town of 1,200; good school and churches; last year's business 110,000 bu.; can be increased; also coal can be added. Best opportunity in state. Address County, Box 9, Grain Dealers Journal, Chicago, Ill.

CENTRAL IOWA. For sale line of five elevators, also cribs, scales and warehouses at seven other stations located between elevators. No competition. Elevators will handle over 100,000 bus. a year each; warehouse stations from 25,000 to 50,000 bus. 75% of corn handled is shipped to feeders yearly. Will net 25% on money. Will sell two-thirds of the business or all; good reasons for selling; terms cash. Address L. O. R. Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

\$2,500 BUYS ELEVATOR and all side lines on Van. R. R. Box 105, Walton, Ind.

OHIO. If you want a money maker buy this plant. 100,000 bu. annually; big retail trade; plant in good repair. Address Snap, Box 5, Grain Dealers Journal, Chicago, Ill.

PUTNAM CO., OHIO, Elevator for sale, 20 M. bu. capacity; building and machinery in first class shape; no competition; inspection solicited. Address S. I. M., Box 5, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS. New elevator at 400,000 bu. station for sale. One competitor, business equally divided. Reason for selling, ill health. Address Competitor, Box 5, Grain Dealers Journal, Chicago, Ill.

ILLINOIS. 100,000 bu. elevator in a community to support the capacity, double corn crib with elevator, practically no opposition, located in town of 1,500 people in the central corn belt of Ill. Address W. M. Vance, Mahomet, Ill.

KANSAS. For sale a new elevator of 10,000 bu. capacity, modern, in the best corn county in Kans. Only elevator at this point. 150,000 bu. annually. Price \$7,500. Address Modern, Box 4, Grain Dealers Journal, Chicago, Ill.

WESTERN OHIO. For sale 15,000 bu. elevator and 75 bbl. flour mill combined with coal business. No competition. Well located in western Ohio. Inspection solicited. Price \$7,500. E. C. Brungard, Big Springs, Ohio.

ILLINOIS. One-half interest in elevator and business for sale. I want to keep the other half and manage the business. Will bear close investigation. Do not answer unless you have the money and mean business. Address H. T. X., Box 3, Grain Dealers Journal, Chicago, Ill.

NORTH DAKOTA. 30,000 bu. cribbed elevator for sale. Good condition and location; gasoline power; live town, two railroads, best section James River Valley. Handle wheat, durum, barley. Price right. Address 1104 Flour Exchange, Minneapolis, Minn.

SMALL ELEVATOR, coal and cement block business for sale. Buildings new and complete; 35 h. p. gasoline engine, 5 stands of elevators, meal and feed mills. Location splendid. Price right. Full particulars upon application. Address W. H. Allenbaugh, Greenup, Ill.

MINNESOTA AND DAKOTA. Ten elevators in Central Minn., eight in No. Dak. Owners wish to retire from business and will sell at a low price and give good terms. Coal sheds in connection. Will divide line if desired. Address Dakota, Box 4, Grain Dealers Journal, Chicago.

SOUTHWESTERN MINNESOTA. Line of elevators in Southwestern Minn. for sale. Doing a good business. Local and crop conditions never better; houses in good repair, equipped with all modern machinery. Full particulars on application. Address Minn., Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATOR IN ALLEN COUNTY, OHIO, for sale. Capacity 16,000, good shipping for grain, hay and seed, handling 150 cars of grain annually; coal sheds in connection. Practically new elevator and equipped with up to date machinery. Good reasons for selling. Will give possession at once. Address Allen, Box 10, Grain Dealers Journal, Chicago, Ill.

INDIANA—For sale, 14,000 bu. grain elevator. Gasoline power, corn cribs attached, also hay and barn 60x80 ft. equipped for handling loose and baled hay. Located at New Haven, Ind. Place in first class condition and doing a nice business. Will sell to a reliable party on a basis of \$1,000 cash, balance \$50 per month. This place can be made to pay for itself and a handsome profit beside. Address The Raymond P. Lipe Co., Toledo, Ohio.

ELEVATORS FOR SALE.

ILLINOIS ELEVATOR for sale. In town of 1,000; only elevator in town; handles 200,000 to 250,000 grain and 100 cars coal annually. Splendid proposition. Address James M. Maguire, Campus, Ill.

KANSAS ELEVATOR for sale or trade for unincumbered land. Handle coal, feed and hay in addition to 200 cars grain annually. Clean town of 1,000 pop. on Santa Fe. Price \$5,000, easy terms. Snap if taken at once. Address O. N. D., Box 3, Grain Dealers Journal, Chicago, Ill.

CENTRAL MINNESOTA. 25,000 bu. elevator with fuel and feed business; splendid country; crop principally wheat, with all kinds of coarse grains; good town to live in and for business if handled by a wide awake grain man. Price and terms right. Address Sota, Box 4, Grain Dealers Journal, Chicago, Ill.

SOUTH DAKOTA—20,000 bu. elevator and coal business for sale. Plant practically new; location best in county seat town; grain receipts 500,000 bus.; full set cleaners, 8 h. p. gas engine; coal capacity 200 tons. Owner leaving town account illness. Address N. N. T. Box 4, Grain Dealers Journal, Chicago, Ill.

INDIANA. 2 elevators in northwestern Ind. for sale. One has a capacity of 80,000 bu., and the other 18,000 bu. Best of shipping facilities; in good grain section; coal and hay business in connection; handle 500,000 bus. of grain at both stations annually. Reason for selling, wish to retire. For further particulars address T. A. H., Box 2, Grain Dealers Journal, Chicago, Ill.

ILLINOIS—25,000 bu. elevator on Big 4 siding, equipped with complete meal and chopping outfit; do a wholesale and retail business; in 1910 handled 25,000 bu. wheat, 30 cars snapped corn, 400,000 lbs. feed, 2,900 bbls. flour, 15,000 bu. meal; have made a good profit; owner wishes to retire; \$5,000, 1/2 cash; do not write for curiosity. J. B. Kuykendall Milling Co., Vienna, Southern, Ill.

WISCONSIN. For sale cheap in good hay shipping locality, two choice dock lots, both rail and water facilities. One lot has large warehouse 36x60, 18 high, 10 ft. basement. The adjoining lot has office and dwelling for two families. Also 5,000 lb. Cory 5 tumbler safe with 5 tumbler money chest. Scale, trucks and grain box 100 bu. Price, \$3,400. Address Edwin Boettger, Washington & 18th St., Manitowoc, Wis.

OHIO. For sale 30,000 bu. capacity cribbed elevator, also coal sheds, cement house; steam power and all up to date machinery; located in small town, surrounded by some of the best farming lands in the state; good retail trade; sell flour, feed, salt, coal and cement; handle as much or more grain as any elevator of its size; no competition; reasonable price for quick sale. Full particulars upon application. Address E. L. I., Box 2, Grain Dealers Journal, Chicago, Ill.

OKLAHOMA. For sale, new modern corn shelling and elevator plant located in the richest and best farming section of Okla., in a rapidly growing town of 5,000 population, with ample railroad facilities, furnishing a good outlet to the best consuming trade of Texas, as well as to the southeastern states. The plant is new having been erected one and a half years ago of the best material and equipped with ample power by gasoline engine, two shuck shellers, automatic and wagon scales and everything necessary to the handling of snap and shelled corn and other small grain with the least expense. There was shipped from this point of the 1908 crop more than 500,000 bu. of corn and a like amount of wheat and oats. For the crop of 1909, 500,000 bu. wheat and oats, 500,000 bu. of corn, while of the 1910 crop the wheat and oats were fully 500,000 bu., and the corn 100,000 bu.; 1910 being the shortest corn crop known in this section for ten years. This is a rare opportunity for some one to establish a good business. If interested address State, Box 5, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

NORTHWESTERN INDIANA. 20,000 bu. capacity elevator for sale. Located in county seat town, population 4,500. 30 h.p. gasoline power, Bowsher feed grinder. Also handle lime, cement, plaster, sewer pipe, flour, feed and salt. Retail trade 12,000 to 15,000 per year. Address Retail, Box 4, Grain Dealers Journal, Chicago, Ill.

WESTERN ILLINOIS. For sale line three elevators. Capacity 65,000 bu. on "Q"; 500,000 annually; must sell account other business; part cash, balance time; can furnish all capital needed to run business. A big opportunity. Write for particulars. Address C. G., Box 5, Grain Dealers Journal, Chicago, Ill.

WOOD RIVER VALLEY, NEBRASKA. For sale a good up to date 40,000 bu. cribbed elevator with equipment complete and modern; 15 h.p. gasoline engine; handles over 200,000 annually. Good coal feed and hay business; no farmer competition; this elevator is located on the main line of the Union Pacific at one of its best grain shipping stations, in a town of 1,000 people, as good as you find out doors. Wishing to retire I offer this elevator and other buildings at \$12,000. Address G. W. Conrad, Wood River, Nebr.

CENTRAL ILLINOIS. 50,000 bu. elevator partially on I. C. right of way for sale. Built in 1906; is thoroughly modern in every respect and has handled from 250,000 bu. to 400,000 bu. annually; competition good; Farmers Elevator Co., manager intelligent and reasonable. Coal business approximates 2,000 tons per annum; only feed business here; town 800 inhabitants, 3 churches, high school; all business buildings modern; community American and Amish. Price \$15,000 cash; price absolute, but could arrange terms. Inspection by interested parties solicited. Reason for selling, broken health. Address Illinois, Box 5, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

WANTED TO BUY ELEVATOR in western town of No. Dak. Address Buy, Box 5, Grain Dealers Journal, Chicago, Ill.

WANTED ELEVATOR OR MILL in exchange for good improved farm. Address Farm, Box 5, Grain Dealers Journal, Chicago, Ill.

IOWA. Want to buy 15,000 bu. elevator in central Iowa. Would prefer one with other business in connection. Address P. R. J., Box 5, Grain Dealers Journal, Chicago, Ill.

FOR TRADE—Good ¼ sec. improved Iowa land or ½ sec. wild S. D. land for grain elevator. Iowa or southern Minn. preferred. Address I. J. C., Box 4, Grain Dealers Journal, Chicago, Ill.

FIRST CLASS OKLA. OR KANSAS elevator wanted that will handle not less than 100,000 bu. annually. Address Elevator, Box 3, Grain Dealers Journal, Chicago, Ill.

WANTED TO LEASE ELEVATOR in good grain territory, handling 75 to 100 cars per year. Want privilege of buying at any time after Dec. 1, 1911. Best of reference. Address F. V. H., Box 5, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED IN EXCHANGE for \$3,000 equity in half section N. D. land; partly broke, all tillable. Have some cash, if necessary, but unless you have an A1 proposition, don't answer. Price must be right. Address Exchange, Box 2, Grain Dealers Journal, Chicago.

WANTED ELEVATOR in good grain territory, preferably No. Dak., in exchange for a very desirable tract of Minn. summer resort property. Well located. Seventy beach lots and acreage adjoining. Address E. L. M., Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

IF YOU WANT TO BUY or trade for a good mill or elevator address N. I. L., Box 2, Grain Dealers Journal, Chicago, Ill.

J. D. CHANCELLOR, Fowler, Ind. I have a fine line of elevators for sale in Benton Co., Ind., at prices from \$8,000 up to \$40,000 and every one a money maker. Let me hear from you.

JOHN A. RICE, Frankfort, Ind. Exclusive elevator broker. Commissions only. Always have the very best offered, all prices, over 600 listed. Reliable and profitable service to both sellers and buyers without exception.

MILLS FOR SALE.

CENTRAL INDIANA. High grade flouring mill property for sale. Near the capital of the state. Write P. O. Box 77, Anderson, Ind.

NORTHERN WISCONSIN. For sale cheap if taken at once, flour and feed warehouse and residence. Business clearing \$1,500 to \$1,800 cash a year. Address C. D., Box 5, Grain Dealers Journal, Chicago, Ill.

NEBRASKA. The 75 bbl. grist mill at Ashland, Nebr., can be bought at a reasonable price; mill now running, has modern machinery and in first class shape, but other power will have to be provided as the Ashland drainage district has condemned the water right and will remove dam. N. Z. Snell, Lincoln, Nebr.

EASTERN OREGON. For sale an up-to-date feed mill with warehouse in connection, situated on the railroad track; a store building now rented by a general store; a good residence property; business paying well. 180 cars shipped this last season; reason for selling, failing eyesight. For further particulars write Powder Valley Produce Co., North Powder, Ore.

OHIO. For sale, or will take in a monied partner, our flour and feed mill in good condition and running daily, together with our feed and hay warehouse situated in one of the finest towns in northern Ohio of the L S & M S R R with switch in yard, plenty of grain to keep mill running all the time, great hay center, fine educational advantages. Object of making change to get more capital in the business. Address Capital, Box, 5, Grain Dealers Journal, Chicago, Ill.

MILLS WANTED.

FLOUR MILL WANTED. A splendid site, good foundation already laid, brick boiler room, good boiler and artesian well, 130,000 bu. steel storage, finest wheat section in state, thriving little town on Frisco R. R., splendid local sentiment. Want party or parties with capital to rebuild mill recently burned, of 150 bbl. capacity. Information for the asking. Address Box 17, Prosper, Tex.

BUSINESS OPPORTUNITIES.

IOWA. For sale, first-class grain, coal and implement business. Cash only. Address C. C. I., Box 11, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS. Grain and coal business for sale. Everything first class; fine town; good money maker, nothing better. Price \$9,500, part cash. Address Bargain, Box 5, Grain Dealers Journal Chicago, Ill.

IMPLEMENT PLANT, building 3 floors, elevator, new, built this spring, \$2,500 stock. Residence on same lot, located in town of 1,500; fine territory; quick sales at right price. Write for particulars. W. M. Vance, Mahomet, Ill.

ARKANSAS—For sale, a 350 bbl. corn-meal mill manufacturing high grade corn goods, mixing plant and grain business in large capital city of the south and doing a lucrative city and shipping business; cleared over \$9,000 last season; no other mill within 50 miles; \$10,000 will swing the deal, part time, part cash. This is a chance of a life time for a grain man who desires to step into an established business and make good money from the start. Plant running now. Owner wishes to go west on account of health. Write to B. C., Box 3, Grain Dealers Journal, Chicago, Ill.

A BUSINESS OPPORTUNITY in an up to date town of about 15,000 population is offered with a paying and going concern in the cash grain business, engaged in the buying and selling of all kinds of grain and some hay. The amount of capital to be taken in will be between ten and fifteen thousand dollars. This offer is from a concern that has an established business and handles over a million bushels of grain a year in Ohio and Indiana. Handled over 450 cars the past two months. This opportunity is only made possible on account of the natural growth of the business and with the idea of working better results. Each year has shown a steady increase until it has been deemed advisable to take in more capital providing reliable parties are found. Parties interested are requested to give satisfactory references as to their standing, etc. All correspondence will be treated strictly confidential. It can be stated that there are no unnecessary risks connected with the business and that its profits are sure and certain. If interested, address Secretary Ohio & Indiana Grain Shippers Traffic Association, Box 185, Piqua, Ohio.

INFORMATION.

ADDRESS WANTED of G. S. Barnes, Jr., formerly at Wichita, Kan. Address E. E. S., Box 4, Grain Dealers Journal, Chicago.

READERS DESIRING to learn by whom, or where any grain handling machine or device is made can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

2 Journals \$2.00

Send us Chicago or New York exchange for \$2, and we will send you the weekly

HAY TRADE JOURNAL of Canajoharie, N. Y.

and the semi-monthly

GRAIN DEALERS JOURNAL of Chicago,

both for one year. Try the combination to-day. Address,

Grain Dealers Journal, 255 LA SALLE STREET, Chicago, Ill.

HELP WANTED.

WANTED ELEVATOR MAN experienced in gasoline engines and capable of taking care of machinery and not afraid of work; no boozers need apply; steady job to right man. Address Box 57, Tallula, Illinois.

EXPERIENCED HELP, such as managers for country stations, foremen, auditors and employes need in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

WANTED a young man of good habits and good references, married and some experience in the grain business to take charge of elevator and feed business in a country town. Dwelling house furnished. Good chance of promotion. Address Experience Box 4, Grain Dealers Journal, Chicago, Ill.

PARTNERS WANTED.

PARTNER with \$2,000 wanted in established grain brokerage business. Address Partner, Box 4, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

POSITION WANTED AS MANAGER or assistant manager of small line of elevators. Ten years experience. Address Line, Box 2, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED by experienced traveling solicitor with grain firm. Address J. W. R., Box 4, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

WANTED — POSITION IN ELEVATOR. Experienced, references. Address George, Box 3, Grain Dealers Journal, Chicago.

MANAGER OF COUNTRY ELEVATOR wants position. Experienced and capable; married, and can give references. Address E. L. Reed, Hallsville, Ill.

WANTED POSITION. Have had many years experience as manager of elevator. Can give good references. Address J. J., Box 2, Grain Dealers Journal, Chicago, Ill.

FIRST-CLASS GRAIN MAN wants position. Experienced and capable, married and can give references. 25 yrs. experience in Central Ill. Address P. E. Myrick, Gen. Del., Rogers, Ark.

WANTED POSITION AS MANAGER of a country elevator. Two years experience, now employed, good references. Address Reference, Box 4, Grain Dealers Journal, Chicago, Ill.

WANTED POSITION by young man as manager of elevator. Good accountant, understand gasoline engines. Not afraid of work. Best reference. Address Accountant, Box 5, Grain Dealers Journal, Chicago, Ill.

WANT A JOB as grain buyer, manager of an elevator, engineer, traveling solicitor or any position connected with the grain business? If so, make your wants known to progressive grain dealers who are in need of experienced help through the "Situations Wanted" column of the Grain Dealers Journal.

GRAIN WANTED.

SALVAGE GRAIN. We buy grain salvage in any quantity, wet or dry. American Cattle & Poultry Food Co., Binghamton, N. Y.

NEW WHEAT AND OATS of every description wanted. Mail samples and name price delivered Philadelphia. Address L. F. Miller & Sons, Phila., Pa.

GRAIN WANTED. I am always in the market for off grade and salvage grain. also barley and barley screenings, pea screenings, kaffir corn, barley skimmings, buckwheat and rye. Send samples. C. C. Lewis, Chamber of Commerce, Buffalo, N. Y.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

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HAY & STRAW WANTED—Correspond with us. W. J. Armstrong Co., Milwaukee, Wis.

HAY & STRAW WANTED—Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

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OWL BRAND COTTON SEED MEAL for sale. 41-43 per cent protein guaranteed. Standard for 35 years. Write for our booklet, "Science of Feeding." F. W. Brode & Co., Dept. C, Memphis, Tenn.

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NICE BROOM CORN SEED for sale. Good quality. J. Genereaux, R. D. No. 3, Upland, Nebr.

SEED CORN. Johnson Co. white, Johnson Co. yellow and Reid's yellow dent. Germination guaranteed. B. F. Cole, Trafalger, Ind.

SEEDS FOR SALE. Clover, timothy, millet, Hungarian, red top and other field seeds. Write for prices. Illinois Seed Co., Chicago, Ill.

SEED OATS FOR SALE. Swedish select oats, a hardy variety introduced into the country by the department of agriculture. Write for prices. The Henry Philipps Seed & Implement Co., Toledo, Ohio.

SEEDS FOR SALE.

FOR SALE GERMAN MILLET our specialty and we now have a good supply of new crop seed for the market, correspondence solicited. D. H. Clark, Galt, Mo.

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FOR SALE—SEED. Pure medium, mammoth and alsike seed. Write for samples and prices. Nathan & Levy, Ft. Wayne, Ind.

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SEEDS FOR SALE.

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COW PEAS. Write us for prices on Whippoorwill in car lots or less. We can save you money. Pittman & Harrison Co., Sherman, Tex.

MAMMOTH, MEDIUM AND ALSYKE seed for sale. Write for samples and prices. The Elmira Elevator Co., Elmira, Ohio.

SEED BARLEY. Write us for samples and price of the best seed barley in the country. Raised on the bluffs of the upper Mississippi. Also clover and alsike. R. E. Jones Co., Wabasha, Minn.

CHOICE HOME GROWN CLOVER, medium or mammoth, alsike and timothy. Raised in the best seed territory in the United States. In quantities from one bag to car loads. Samples and prices on request. Ask us about seed oats. The Sneath-Cunningham Co., Tiffin, Ohio.

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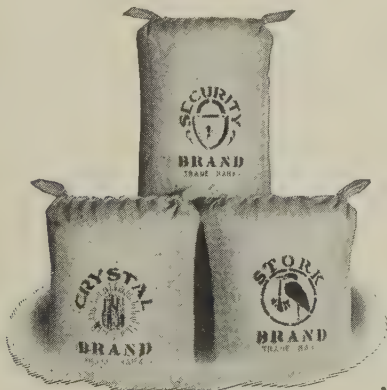
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FOR SALE—Kentucky grown orchard grass and Kentucky fancy blue grass, fancy and unhulled red top, car lots or less. Louisville Seed Co., Louisville, Ky.

YOU CAN EASILY find a buyer for your pure seeds and grain by placing an ad in this column. Send to Mgr. Want Ad Dept., Grain Dealers Journal for particulars.

CLOVER SEEDS FOR SALE. Bought direct from the local farmers only. Raised in the heart of the very best clover section. Write for samples. Stevens, Ackerman & Co., Albion, Ind.

SEED CORN PURE BRED grown by us on our own land right in the heart of the corn belt. All corn of choice quality, Reid's yellow dent, improved leaming, Johnson County white dent, improved silvermine, pride of the north and bloody butcher. Can furnish in large or small lots. Write for the free corn book giving full particulars, prices, etc. McGreer Bros., Coburg, Iowa.



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Clovers Timothy Alsyke

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WE ARE large handlers of Santa Fe cane seed and millet seed. Quote us. McGregor Mlg. & Gr. Co., McGregor, Tex.

SEEDS WANTED. Clover, timothy, millet, Hungarian, red top and other field seeds. Write for prices. Illinois Seed Co., Chicago, Ill.

BEARDLESS SEED BARLEY WANTED If any to offer please send sample quoting best price and stating the quantity you have to offer. S. M. Isbell & Co., Jackson, Mich.

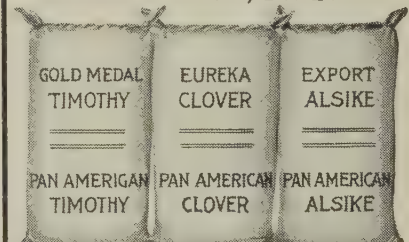
SEEDS WANTED. Field, garden and flower seeds; also low grade grain seeds, screenings and tallings for chickens. Send samples; quote prices mixed cars. E. S. Dixon & Co., Houston, Texas.

TIMOTHY, ALFALFA, CLOVER, alsike, seed corn, buckwheat, speltz, hullness and beardless barley, spring rye, black eye marrowfat peas, common German and Hungarian millet seed. Send samples and quote prices. S. M. Isbell & Co., Jackson, Mich.

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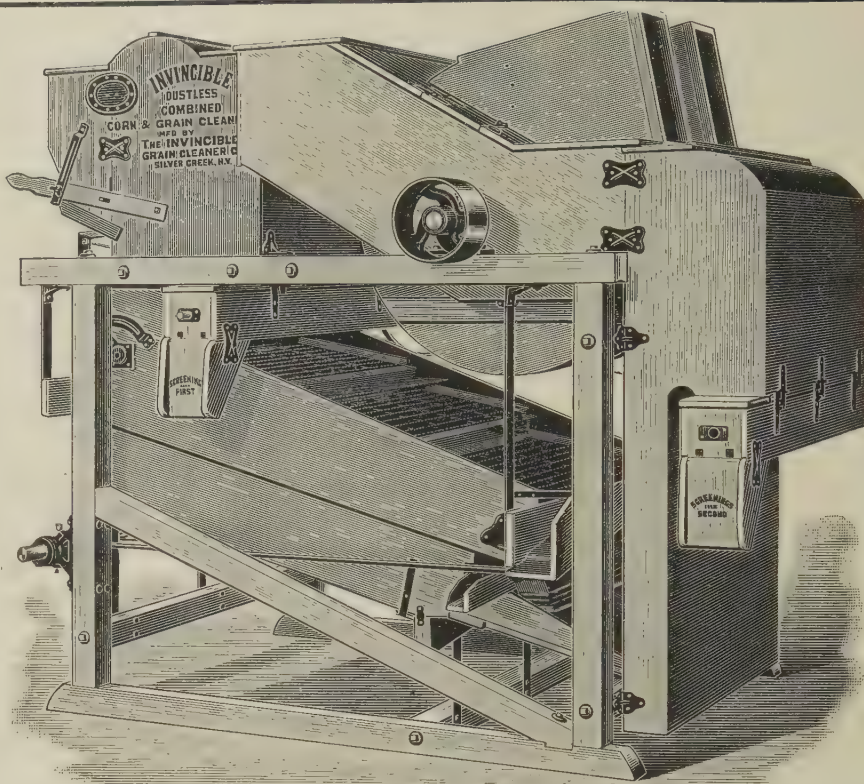
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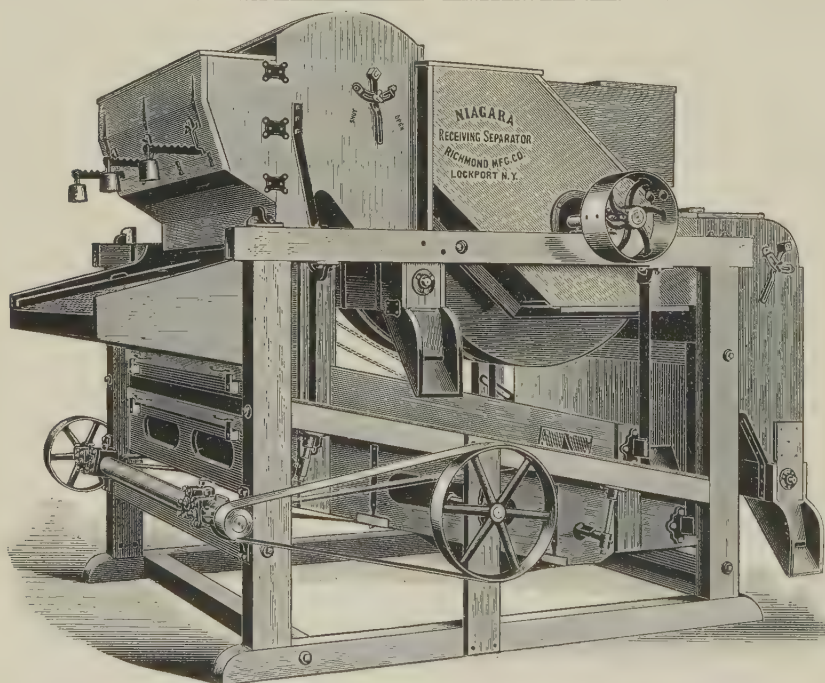


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GRAIN DEALERS JOURNAL

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The Advertising

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade place your announcements in the leading Journal.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., MARCH 10, 1911.

GOOD SEED SPECIAL trains are now traveling in many different directions over the spring wheat states, and farmers are taking a more active interest in the selection of good seed than for many seasons past.

REPORTS published in our "Leaky Car" column show that Wabash 60347 was leaking white corn at two different stations. Evidently the trainmen in charge of that car were determined to ballast the road anew.

LOUISVILLE'S Board of Trade has made another step forward and adopted the office method of grading grain so that all grains will be graded under the immediate supervision of the chief inspector and under uniform conditions of light and temperature. It should result in more uniform grading and more satisfactory work. What market will be next?

SHIPPERS who detect interior track bidders discounting their grain more than bidder was discounted at destination, should complain to the local association and force arbitration if difference cannot be settled amicably. If more shippers would make public their experiences with sharks the trade would soon be free from impositions of this kind and profits would be more certain.

ASSIST your farmer patrons to large crops by testing their seed free of charge, and thus inducing them to get the habit of coming to your office. A seed tester is not expensive, and in most cases will prove a profitable investment.

CROP EXPERTS seem to be determined to kill off the 1911 crop of winter wheat. The Hessian fly, freezing, and even a recurrence of the green bug plague is threatened, but at harvest time the country will be found to have an average crop as usual.

WOOD PARTITIONS in steel tanks have so frequently caught fire from the heated metal and resulted in much damage to grain in the tanks that it would seem no one who reads would dare to install wood partitions. The saving in cost of construction is not sufficient to overbalance the increased fire hazard.

CORN BUYERS who are so unfortunate as to be without a good drier are very likely to encounter real grief before the season is over. Much of the corn grown north of latitude forty degrees contains from 20% to 30% moisture, so that if buyers are to handle it at a profit they must not only discount it heavily on account of the water, but also dry it before attempting to ship it.

CANADIAN reciprocity is not so near as it was two weeks ago, but the President has called an extra session of Congress with the faint hope of obtaining the passage of his reciprocal trade bill. In view of this fact it is of interest to note that last year Canada produced 150,000,000 bus. of wheat; 323,000,000 bus. of oats; 45,000,000 bus. of barley and 3,800,000 bus. of flax seed.

RUSSIA has awakened to the possibility of producing more corn from the same acreage as heretofore. Small experiments with improved selection of seed and agricultural methods in Bessarabia convince the experts overseeing the work that the corn yield can be increased from 16 to 60 bushels per acre. Such a marvelous increase will surely result in much profit to the farmers and the handlers of any community. The trouble is to induce the farmers to do the extra work.

GRAIN SHIPPERS everywhere will be delighted to know that a New York Justice of the Supreme Court in Canandaigua, N. Y., has recently granted a grain shipper \$600 damages because the Lehigh Valley R. R. provided cars which permitted grain to leak out in transit. No doubt every court will eventually insist upon carriers furnishing cars in fit condition to transport freight as received to destination without loss. If the carriers are not willing to take the risk of the loss then it behooves them to place their cars in fit condition to transport bulk grain.

COALMEN profiting by the experience of grain dealers in fighting shortages in their shipments have begun an active campaign of protest against shortages in coal shipments and especially against stealing from cars. Railroads who provide proper police protection for other shipments must also do likewise for grain. The more progressive carriers are already taking steps to protect property entrusted to them for transportation, so that if the coal dealers and he grain shippers unite in their protests much needed relief will be granted the sooner.

GRAIN SHIPPERS who consign grain on open Bs/L to non-members in organized markets must expect to encounter trouble. They invite it. At the same time three cars of alfalfa were shipped to a non-member recently, a member of the Memphis Merchants' Exchange had a rush order for the goods and, in fact, was advertising for them. No shipper can afford to consign grain to strangers on open B/L, and the live receivers in most markets prefer that all grain be consigned S.O. B/L draft attached. It is the safer plan to pursue on every shipment.

FREIGHT RATES will not be increased, as both eastern and western roads have withdrawn the tariffs, providing for the increase and now that the dispute is out of the way some of the railroads have commenced to celebrate by declaring extra dividends and issuing new stock. The Pittsburg & Lake Erie R. R. has declared an extra dividend of 25% a share and authorized an increase of \$4,200,000 in the capital stock, so it is not necessary to debate the need of this railroad for higher rates. Many others would be able to pay similar dividends at present rates if they were economically operated.

MISSISSIPPI is not looked upon by the northern corn grower as an agricultural state; yet the State Secretary of Agriculture is authority for the statement that the average yield of corn in Mississippi has been increased 6½ bushels per acre during the last four years. This increase amounts to only nineteen million bushels and is credited principally to the excellent work of the corn clubs which have been organized in every section of the state for the promotion of more intelligent agriculture. While some of the northern states have realized a great increase in the average yield, still the majority of the farmers are farming in the old slipshod manner with little attention to the selection of improved seed or the use of modern methods of cultivation. If every grain dealer would buy grain solely on quality, as is suggested by Mr. Olson in this number the grain grower would have more of an impetus to adopt modern methods.

THE RECEIPTS of barley in terminal markets and by malsters long since proved to the satisfaction of everyone interested in the trade, that the Government's estimate of last year's crop was far from the truth, and the rapid vacillation of the price of barley during recent months has shown how little faith the trade has in the reports of the Government. Notwithstanding the high prices prevailing, the large supply supposed to be back in the country is not drawn out. The Crop-reporting Bureau is evidently in need of more men.

IT IS GRATIFYING to note that the Hall-Baker Grain Co. of Kansas City has appealed from the verdict of the jury holding it guilty of a violation of the Federal Pure Food and Drugs Act by shipping hard and soft wheat to Texas after the load had been inspected No. 2 red winter wheat by the Missouri inspection department. The shipper had a full knowledge of what to expect under the Missouri rules and he simply sought to use the United States government to protect him from a falling market. The buyer is reported to have threatened to pursue the same course to obtain relief from another expensive contract recently. Dr. Wiley's contention will no doubt be used by all the crooks of the land as an easy evasion of their responsibility under contracts made at higher prices. The shrewd Doctor proposes to force the trade to adopt new standards which is very likely to result in a revolution of the business if he succeeds.

SEVERAL STATE Legislatures now have under consideration a bill which forbids any company, doing business at more than one town within the state, to pay more for produce at one station than at surrounding stations. The purpose of such legislation being to prevent line elevator companies driving independents out of business by maintaining prices at one station at an unprofitable figure while the loss incurred there is made good at other stations. In this connection the suit against the Nye Schneider Fowler Company brot by a competing buyer at Hadar, Nebr., is of special interest. After a full presentation of the case the defendants were discharged, the jury having brot in a verdict of "no cause for action." The evidence shows very clearly that the defendants did not buy very much grain and that their price was fully justified by bids received from feeders. Laws of this character are hardly likely to result in direct benefit to any community because no corporation will long operate a station at a loss. The live, progressive, up-to-date grain dealer can generally obtain the same freight rate as his competitor, and while unreasonable competition may for a time induce the buyer to pay more than is justified by the market, still such conditions cannot long exist. The margin of profit in the grain business is too small to admit of such practices without the sheriff soon taking possession of one or both of the plants.

THE PROPOSED RULE for the St. Louis Merchants Exchange which was intended to require all grain shipped to that market unloaded into an elevator, and weighed by the officials of the Merchants Exchange Weighing Department for settlement with shipper, was lost. While the friends of the rule were largely in the majority, they were unable to cast a two-thirds majority, so Southern Illinois millers and others buying in the St. Louis market, and desiring car forwarded direct to their plant in order to obtain weight for settlement will continue to pay for grain on the basis of their own weights. So long as shippers do not suffer heavy shortages in their shipments they are not likely to protest, but, if shortages become frequent the shippers will surely be much opposed to the so-called "Destination Weights."

THE COST of handling grain through a country elevator was freely discussed at the recent meeting of the Kansas dealers by Mr. Brown, whose paper was published on page 291 of the Journal for Feb. 25. As he pointed out in his paper it is a very easy matter for a grain dealer to determine accurately how much profit he must insist upon in order to meet fixed expenses and have something left. The subject is one worthy of more consideration and attention than elevator operators give it. The margin of profit upon which grain is handled through country elevators is entirely too small. The grain dealer's investment is larger than most of his fellow merchants and none of the local merchants would think of doing business on less than 15% to 20% profit. The subject is one which merits more investigation than the elevator operators have been giving it. We sincerely hope careful investigators will present their figures to show losses and gains of the country grain buyer.

STATISTICS compiled by the U. S. Department of Agriculture disclose the fact that the boys are the progressive farmers of the south. By careful methods and untiring industry they are proving to their parents as well as to agricultural experts that marvelous yields of corn can be obtained in every southern state. We have just received from O. H. Benson, assistant in the Boys' Demonstration Work department a list of one hundred boys who obtained yields of 112 to 225 bushels of corn per acre. The average yield obtained by the one hundred boys was 133.7 bus. Having obtained such remarkable success during 1910 no doubt every one of the boys will strive to exceed the maximum yield during 1911. Through their efforts the value of intensive agriculture will no doubt be impressed upon every farmer in their section. The states which have always been looked upon as the leading corn states of the nation need to get busy in the organization of boys' corn clubs.

THE FRIENDS of arbitration for the settlement of trade differences will be pleased to know that since the first Hague conference in 1899, 133 treaties of obligatory arbitration have been negotiated between nations. It would be much better for the trade of the world if all the national differences were settled by arbitration, and decisions of the commission enforced by an International Army and Navy. Then but one army and navy would be needed, and the money now wasted in utensils of war could be profitably utilized in improving living conditions in all countries. The principle of arbitration is rapidly extending to all lines of business, and its enforcement merits encouragement.

ALL BILLS bearing on the bill of lading controversy died with the expiration of the Sixty-First Congress, so that new legislation must now be drafted if any is to be obtained. Receivers are greatly interested in having a better form of S. O. B/L. and in the interest of their own business, as well as the protection of the Banks and the Railroads, they should work to induce carriers to print this form on a different colored stock of tough paper. The supply given to each station should be numbered consecutively, and signed in ink as issued by the local station agent. Then these bills, with draft attached, should be deposited with the local banker. It would be a very easy matter for the local banker to determine the authenticity of each bill of lading, and to write his conclusions on the back of the bill. At present, shippers are using any old form of bill of lading that is given to them in blocks or packages, all of which works to their own disadvantage.

CHARGING INTEREST on advances made on S.O. B/L for a specific period may be all right if the period is not above the average period required to effect sale and obtain weight of the grain. Most of the western markets are now charging interest on the advances from date draft is paid until date weight of grain is obtained unless the buyer can be induced to make a payment on his purchase. The commission merchant is the agent of the shipper, and as a rule must go out and borrow the money from the bank in order to make advance to the shipper. His commission is intended to recompense him only for his services in effecting sale. It is right and fair that he should be reimbursed for the interest he has to pay on money advanced to the shipper. The rules of Chicago and some other markets now require buyers to pay at least 80% of purchase price fifteen days after date of sale; unless car is previously unloaded and weight obtained. But in case shipper makes no draft against his shipment, he has no use of commission merchant's money and no charge for interest is justified. The agent has no right to extend credit to buyer without consent of shipper.

BUYING WHEAT BY GRADE.

BY E. W. OLSON.

In the early days of the grain business of this country there was no urgent demand for an extensive system of grading grain. The grain, to a large extent, was consumed in the community in which it was produced, and there was no need of rules by which an exchange could be made between buyer and seller.

As the extent of the grain territories grew, and the trade in grain between different parts of the country became more general, it became necessary to establish uniform weights and measures throughout the country. Under the old system of grading it was sufficient to say that grain must be of merchantable quality, but as trading became more extensive, there was need of more definite classification of the different qualities, by which their true value could be estimated for commercial trading. From this has grown the practice of judging and grading grain.

If testing wheat with a wheat tester, to determine the number of pounds it would weigh to the measured bushel, were all that were necessary to determine the grade, it would be an easy matter for any one to buy wheat intelligently. But to grade wheat and judge what it is worth on the market numerous other things must be taken into consideration. The color, amount of foreign substance, smut, dampness, stack or bin burnt, etc., will be large factors in determining its commercial value.

There are so many grades in the same community that it is sometimes difficult for the buyer to convince the farmer that he is being paid for the grade he is delivering. Sometimes a farmer will deliver a load of No. 3 wheat and insist on a No. 2 price for it, but he ought to be willing to accept an honest grade and price for it. He knows, as we all know, that wheat is secured from a large number of producers, that it is cleaned, graded, etc. It is made better, of course, made more marketable and worth more money, but it costs time and labor to do this and the buyer should get this back with a profit and interest on his investment.

When a buyer pays a man a No. 2 price for No. 3 wheat, because he will be able to grade it up to another man's No. 2 wheat, he is encouraging the farmer to continue to raise poor wheat, and by so doing he is rewarding the producer of poor grain instead of the producer of good grain. Buyers must use justice in their grading, and by so doing encourage the ambitious producer.

Uncle Torpedo says: "If the elevator men in Chicago have grain dryers in operation these days they make enough profit drying this 20% moisture corn at present discount to pay the annual expense of their army of traveling men."

A study of conditions under which germination tests are made has been published by H. Garman in *Kentucky Station Bulletin* 148, illustrated. For blue grass and other small seeds excellent results are being obtained by the use of an ordinary jelly tumbler on top of which is placed a bobecbe or candle-drip glass. The seeds are placed in this glass on a disk of blotting paper which is kept moist by a candle-wick leading to water in the jelly glass. Grass seed samples kept in the dark in the head house invariably showed a lower germination test than those treated in any other way, but with clover and alfalfa seeds the differences were of no consequence.

CHANGES IN GRAIN RATES.

As shown by tariffs recently filed with the interstate commerce commission the carriers have made the following changes in rates:

Iowa Central has issued in Sup 9 to ICC 2122 rates pertaining to seeds, grain, grain products, hay, live stock and articles taking same rates, between Iowa Central stations in Ill. and Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., Omaha, South Omaha, Nebraska City, Neb., Council Bluffs, Pacific Junction, Sioux City, Ia., and Sioux Falls, S. D.; effective Feb. 1.

The Ohio Electric rate on grain and grain products, in carloads from Rice, O., to Continental, O., has been set at 2½c.; effective, April 1.

Effective Mar. 15, the Nor. Pac. will charge 7½c on grain and screenings in carloads from Duluth, Minn., and Superior, Wis., to Winona, Minn.

The rate charged by the Santa Fe on corn and bran in carloads from Higgins, Tex., to Chicago, 34c; St. Joseph, Kansas City, Mo., and rate points, 20c.

The Big Four has made a rate on elevator dust and oat clippings in carloads from Fowler, Ind., to Owensboro, Ky., of 8c; to Peoria, Ill., 6c; in effect, April 1.

The rate given by the C. Gt. W. on wheat and buckwheats in carload lots from Minneapolis, Minnesota Transfer, St. Paul, South St. Paul and Winona, Minn., to Buffalo, N. Y., is 20c; effective April 1.

Effective April 2, the rate on the Ill. Cent. on barley, corn, rye and wheat in carloads from Evers, Dietrich, Wheeler, Creeds, Willow Hill, Ind., 8c; Palestine, Ind., 9c; Lenore, Bloomington, Morgantown, Glen Valley, Ind., 10c.

The N. Y. C. & St. L. sets the rate on elevator dust, grain screenings and oat hulls, in carloads, from Buffalo, Buffalo Junction and East Buffalo, N. Y., to Peoria, Ill., 13½c; from Cleveland to Peoria, Ill., 11c; Owensboro, Ky., 14c; in effect, Mar. 18.

The Lake Shore sets the rate effective April 1 on grain and grain products in carloads from Limestone, Pa., to Pittsburgh, Pa., 8c; to Butler, Pa., from Elmo, 6½c; Reidsburg, Limestone, 7½c; Shippenville and Van, Pa., 6½c.

Rates of the Mo. Pac. on grain and products in carloads to Halley, Macon, Nordham, Lake Village, Gaines, Chicot, Eudora, Arkla, Redland, Ark., from St. Louis, Carondelet, East St. Louis, Du Po, Ill., are wheat, 23c; corn meal, 19c; corn, 17c; from Cairo, Gale and Thebes, Ill., wheat, 21c; corn, 15c; corn meal, 17c.

A rate of 11.7c on wheat and flour and 10c on corn, oats, rye and barley is given by the C. Gt. W. between St. Paul, South St. Paul, Minneapolis, Minnesota Transfer, Minn., and Roberts, Lundgren, Crooks, Harcourt and Fraser Junction, Ia.; to Ericson, Nanier, Kelley, Ames, Campus, Ia., on wheat and flour 13.9c; corn, oats, rye and barley 12½c.

I think the Grain Dealers Journal best for any one who is buying or shipping grain.—F. L. Bedell, Kansas City, Mo.

Am well pleased with the Grain Dealers Journal. Every grain man should take it. For want ads it is unsurpassed.—Thos. C. Lorenzen, Upland, Neb.

We find the Grain Dealers Journal a great help to us as one finds so many useful articles in it in regard to the grain trade.—Farmers Eltr. Co., Max, N. D.

LEAKING GRAIN IN TRANSIT.

Grain dealers in all parts of the country can help their brother sufferers in the collection of just claims for loss of grain in transit by reporting to the Grain Dealers Journal, Chicago, for free publication, the initials, number and condition of cars which they see leaking grain in transit, or passing with broken seals or open doors. It is not expected that grain shippers will spend their time along railroad tracks watching for leaking cars, but whenever they do see a car passing in bad condition, they can with little cost help a brother shipper and encourage railroad companies to provide better cars and protection for shipments in transit.

If any of the cars reported happen to be yours, a word to us of appreciation of the service performed will, no doubt, encourage other dealers to keep a more vigilant lookout for cars in a bad condition.

Recently we have received reports on the following cars:

Wabash 60347 passed east on a Wabash fast freight at Tolono, Ill., March 9, leaking white corn badly halfway between the door and the end.—Horton Bros. & Co.

Wabash 60347 passed thru Milmine, Ill., March 9, going east on a Wabash fast freight leaking corn in a stream from side of car directly above the journal.—Hamman Bros.

Wabash 62180 passed thru Tolono, Ill., Mar. 7, leaking yellow corn from side, half way between door and end. No chance to repair.—Horton Bros. & Co.

Ann Arbor 135 passed thru Shepard, Mich., Feb. 17, southbound, leaking oats.—Claude H. Estee.

C. H. & D. 10584 was at Galesville, Ill., in the evening of Feb. 17, with drawbar pulled out. Probably 200 bus. of light mixed corn leaked out, which was left on ground in rain and snow until evening of 18th. Corn was transferred to N. Y. C. & H. R. R. 66664.—Hayes Bros.

Intercolonial 2489 was set out at Austinville, Ia., Feb. 9, on account of east drawbar having been pulled out. About 8 to 10 bus. had leaked out. I think this car was loaded at Archer, Ia.—H. Austin, W. G. A.

I. C. 45031, billed Chicago, passed thru Armstrong, Ill., Feb. 8, going west, leaking oats on south side of car.—C. L. Wood & Co.

C. O. G. 49884 passed thru Navina, Okla., Feb. 7, eastbound, leaking white corn badly at draw bar. On arriving at Navina the conductor tried to patch it up while the crew was switching in yards; but the leak could not be entirely stopped as drawbar was partly pulled out.—Oscar Dow, mgr. Navina Eltr. Co.

N. Y. C. & St. L. 25578 passed thru Laura, O., Feb. 4, east bound on P. & E. division of the Big Four, leaking wheat badly at corner of car.—A. B. Jones.

C. M. & St. P. 22760 passed thru Genoa, Ill., Feb. 4, on a fast C. M. & St. P. freight, leaking oats in a thin but steady stream from side of car.—Jackman & Son.

My opinion of the Grain Dealers Journal is that I do not see how any one in the grain business can afford to do without it. It is full of valuable information.—Gus Johnson, agt. Updike Grain Co., Ceresco, Neb.

The biggest calendar distributed by any grain firm this year is that of the B. Strong Grain & Coal Co. of Conway Springs, Kan. It is embellished by a reproduction in colors of the painting by Bowman, "In Sunny Devon."

Six booklets on wheat, corn, oats, alfalfa, orchards and soil fertility are being distributed to farmers by the Pennsylvania Lines. Valuable information prepared by the Ohio State University is contained in these pamphlets. About 3,000,000 copies have already been distributed by the company.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

WHERE TO GET A MOISTURE TESTER?

Grain Dealers Journal: Will the Journal please inform us where we can get a moisture tester for grain?—R. C. Phillips & Co., Priscilla, Ill.

Ans.: The names and address of firms manufacturing moisture testers are given in the advertising columns of the Journal.

WHAT WAS MARKET PRICE ON CORN?

Grain Dealers Journal: What was the market price of No. 2 yellow corn on June 24, 1909?—Chas. W. Tomlinson, Com'l Frt. Agt., B. & O. R. R., Chicago, Ill.

Ans.: No. 2 yellow is a contract grade of corn, and the price range of contract corn, cash, on June 24, 1909, is given by Geo. F. Stone, sec'y of the Chicago Board of Trade, as 71½ to 71¾c per bu.

CORRECT DESIGN OF PIT AND BUCKETS FOR EAR CORN.

Grain Dealers Journal: In reply to the questions asked by L. B. Spracher in the Feb. 10 issue of the Grain Dealers Journal, I would say that the favorite style of 11-in. bucket will not carry ear corn successfully. A hopper with throat fully 12 ins. in diameter, distributing spout 12 ins. inside measurement, should be used to carry ear corn satisfactorily. Ear corn can be delivered to boot with a 45 degree pit if the openings are large enough both in the pit wall and the boot to allow the corn to pass thru without clogging or bridging over.—R. M. Van Ness, Fairbury, Neb.

WHAT IS LAW ON CARRIERS' DUTY TO GRAIN SHIPPER?

Grain Dealers Journal: Some time ago the Grain Dealers Journal printed quite a lengthy report of some meeting of Illinois dealers at which we think their attorney, Wm. R. Bach of Bloomington, read a paper giving in detail the laws of Illinois concerning the receiving, forwarding and weighing of shipments of grain in that state. We have been unable to locate this number. When did it appear?—National Elevator Co., Indianapolis, Ind.

Ans.: This paper on "Right of Grain Shipper to Recover for Loss" was read by Wm. R. Bach before the Illinois Grain Dealers Ass'n at Peoria, June 16, and was published in the Journal of June 25, 1909, pages 819, 820 and 821.

DO ALL RECEIVERS CHARGE INTEREST?

Grain Dealers Journal: I would like very much to know what is the practice in eastern markets in regard to charging interest on advances made to country grain shippers who consign their grain

for sale for their own account to a commission merchant with sight draft attached to S. O. B/L. It does not seem right for a commission merchant to charge interest after grain has been unloaded and weight determined. After that date there is no excuse for buyer not paying for the grain. Until recently I never heard of or supposed that the shipper was expected to extend credit to unknown buyers in central markets. It would seem just as reasonable for them to charge interest for a full year as to charge it for a day after weight is determined. Any light you can give us on this subject will be greatly appreciated.—A. F. M.

HOW TO RECOVER LOSS IN TRANSIT.

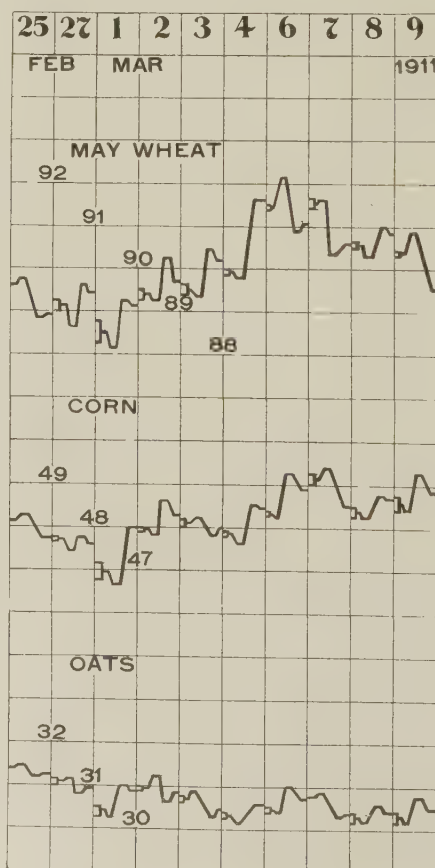
Grain Dealers Journal: We have had the same trouble as Lindquist Bros. to recover from the railroads for shortages on grain in transit, as stated by them in the Journal last number. The railroads refuse to pay claims unless we can show a big leak. Will readers of the Journal please give some helpful advice?—Burrell & Morgan, Elkhart, Ind.

Ans.: As related in Grain Carriers column this number a shipper at Canandaigua, N. Y., by bringing suit recovered \$600 damages for leakage from car. Later this case will be more fully reported and the Journal will watch for others.

The Grain Dealers Journal is as good as a visit with the grain dealers.—H. B. Hoyle, Portland, Ore.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago, for two weeks prior to March 10 are given on the chart herewith:



Trades in Futures Held Valid.

The Supreme Court of Wisconsin on Jan. 10 reversed the decision of the lower court in the suit by E. W. Wagner against the Engel-Millar Co., of Milwaukee.

Defendant wired E. W. Wagner two orders to buy May corn, which were immediately executed by Mr. Wagner's employees' going into the pit of the Chicago Board of Trade and contracting for the purchase. Several days later defendant wired Mr. Wagner to sell the corn, which was done in the same manner, resulting in a loss of \$637.50.

Both Mr. Wagner and his manager testified that, while the purchases were margin transactions, there was an actual intent to deliver the corn purchased in each case; that deliveries were expected to be made by warehouse receipts representing corn actually stored in elevators; that, had the selling order not been received, warehouse certificates for the 20,000 bus. would have been delivered in May, but, on account of the order to sell there was no actual delivery. The defendant's manager, Mr. Millar, testified that he had no idea that any corn would be delivered, but that he supposed it to be a mere bet on future prices, to be settled by payment of differences.

Deciding in favor of Mr. Wagner Chief Justice Winslow, of the Supreme Court, said:

The question, of course, was whether these Board of Trade transactions were valid transactions or mere gambling contracts, and this depends upon the intention of the parties. If both parties—i. e., Mr. Wagner and Mr. Millar—intended no actual delivery, but merely a wagering contract to be settled by the payment of differences, then the whole transaction was a gambling contract, and void, and there can be no recovery here. If, on the other hand, either Mr. Wagner or Mr. Millar intended in good faith that the contracts of purchase should be performed by delivery of the corn or warehouse receipts therefor (which is the equivalent thereof), the transaction was a valid one, and the plaintiff is entitled to recover.

The question whether there was such good faith intent on the part of either party is not settled by the statement of the parties themselves, although such evidence is to be considered. The fact that the transactions were margin transactions, and the further fact that they were Board of Trade transactions, are entitled to be considered, because of the well-known fact that very many, if not a large majority of such transactions are wagering transactions entered into with no intent to deliver the actual grain, but only to settle by the payment of differences. Nevertheless these facts are not conclusive. The intent to make actual delivery may exist in such transactions. There was direct and very positive evidence that it did exist on the part of Mr. Wagner in the transactions under investigation here; and we cannot say that it is incredible or that all the reasonable probabilities and the overwhelming weight of the evidence are against the existence of such an intent. Hence the question was for the jury.

The jury found the existence of the intent to make actual delivery on the part of the plaintiff; and judgment for the plaintiff should have been entered on the verdict.—Wagner v. Engel-Millar Co., 129 N. W. 392.

The crop improvement committee of the Council of North American Grain Exchanges is sending grain men and farmers in the different states a series of questions on the seed grain situation, to learn where seed is good and where it is poor, so that it may be properly distributed. The 15 committeemen have received a supply of "Seed Grain Suggestions" and are sending them out each to his own territory as rapidly as possible. Bert Ball, sec'y of the committee, has taken temporary offices in the Gaff bldg., Chicago, Ill., until he can be quartered in the Board of Trade.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Winnipeg, Man., Feb. 25.—Sec'y Fowler of the Northwest Grain Dealers Ass'n reports: Wheat inspected to date, 57,953,250 bus.; in transit, not inspected, 850,000 bus.; in store at country points, 11,500,000 bus.; marketed at Winnipeg, 150,000 bus.; allowing for country mills, food and seed, 96,258,250 bus., leaves in farmers' hands to be marketed, 8,300,000 bus. of a total crop of 104,553,250 bus. Oats inspected to date, 11,558,000 bus.; in store at country points, 8,725,000; in farmers' hands to be marketed, 8,350,000 bus.

IDAHO.

Sweetwater, Ida., Feb. 27.—Fall sown crops look fine, 40% better than at this time last year. Very little grain left in farmers' hands, and the warehouses are nearly all cleaned out.—Peter Muench.

ILLINOIS.

Winnebago, Ill., Mar. 9.—Over 50% of the oats and corn is yet in farmers hands.—B. Quamme.

Sandwich, Ill.—A lot of corn and oats is back in farmers' hands; they're holding for lower price.—Chas. J. Patten.

Galesburg, Ill.—Farmers are waiting for 40c for corn and then they won't sell.—C. H. Anderson, Anderson Grain Co.

Galesburg, Ill.—Bad roads and low prices have caused slow movement of grain.—Ernest Larimer, mgr. Farmers Galesburg Eltr. Co.

Clinton, Ill., Feb. 27.—About 45% of corn is yet in farmers' hands, and all indications are for a big acreage of corn this year, because of the low price of oats. Wheat is looking fine.—A. Harris.

INDIANA.

Rolling Prairie, Ind., Feb. 25.—Some grain moved on declining market. Buyers cautious, only taking small lots. New crop prospect fine. Much old wheat in first hands.—Redington & Morgan.

Elnora, Ind., Mar. 7.—We have fine prospects for a large wheat crop in Daviess County and large oats and corn crops will be put out in this part of the county.—John Caress, mgr. eltr. of The Lemon Mfg. Co.

Snowhill sta., Winchester p. o., Ind., Mar. 3.—Grain business in this vicinity is very dull at present. Scarcely any corn is in condition to handle. Some oats yet in farmers' hands. A large crop of oats will be sown this spring and much fertilizer will be used for them, as farmers who used high-grade phosphate on oats found it very profitable.—O. A. Study, mgr. Goodrich Bros. Hay & Grain Co.

IOWA.

Industry, Ia., Mar. 2.—Three-fourths of the corn and oats sold. The balance will be held until summer.—Chas. S. Knudson, mgr. Farmers Eltr. Co.

Davenport, Ia.—The combination of bad roads and low prices is against movement of grain. Lots of oats and corn back.—J. F. Dow, Mgr. Davenport Eltr. Co.

KANSAS.

Horton, Kan., Mar. 2.—Wheat looks good here. Farmers are a little slow in moving corn on account of bad roads.—C. E. Sheldon.

Wichita, Kan., Mar. 7.—The six months' drouth was broken by plentiful rainfall two weeks ago, and Kansas, Okla. and a portion of Texas have had good snows in addition, therefore the soil conditions are all that could be desired at this season of the year.—Ross Bros.

The rainfall in Kansas last month was the heaviest on record for this state in February. From four to six inches of water fell and the ground is thoroly soaked. Reports from the western and southern parts of the state, where the drouth was worst, indicate that practically all the wheat that failed to germinate in the fall has now sprouted. Some say that with favorable conditions from now on a full crop can be produced. Others think that, while the plant may grow, the grain will not have time to mature, especially in the southern portions of the state.—S. L., Kansas City, Mo.

MICHIGAN.

Cassopolis, Mich., Mar. 8.—Growing wheat is looking good. Farmers are slow in selling.—Peck Mfg. & Coal Co.

Tekonsha, Mich., Mar. 2.—The prospects so far for the growing wheat are good. Farmers are holding oats as they want more money.—W. B. Abrams.

Battle Creek, Mich., Mar. 8.—Corn is arriving in very poor condition, demand is very poor at present, dealers waiting for lower prices.—McLane, Swift & Co.

Lansing, Mich., Mar. 7.—In the southern counties 222 correspondents report that wheat has suffered injury during February, 133 report no injury, while in the northern counties 44 report injury and 111 none, so that in the whole state 390 report injury and 304 no damage. Farmers hold 7,700,000 bus. of wheat; during February 266,585 bus. was marketed.—F. C. Martindale, sec'y of state.

MINNESOTA.

Dumont, Minn., Mar. 3.—The crop this year is about 20% below average.—A. J. Preus, agt., Monarch Eltr. Co.

MISSOURI.

St. Peters, Mo., Mar. 8.—Our growing wheat is looking good excepting about 5% which was sown early. This is full of fly and will hardly make much of a crop. The acreage is somewhat smaller than last year on account of much land being sown to clover. Farmers are still holding some wheat for higher prices and because of bad roads but expect a better movement when roads improve.—N. & F. Schneider.

NEBRASKA.

Gladstone, Neb., Feb. 22.—Half of the corn is still out. All wheat cleaned up.—John Selk.

Upland, Neb., Mar. 4.—Corn is in good condition, very little moving. Wheat is growing.—Thos. E. Lorenzen, agt. People's Grain, Coal & L. S. Co.

Rulo, Neb., Mar. 3.—Late rains leave the wheat in fine shape. About 70% of the corn is marketed; little wheat in the farmers' hands, and not much oats.—D. Van Valkenburg, agt. Jno. H. Lynds M. & E. Co.

NORTH DAKOTA.

Lehr, N. D., Mar. 7.—We will do well if we ship out 5 cars of grain between now and the next crop. A good many farmers must buy seed this spring.—J. H. Jenner.

OHIO.

Painesville, O., Feb. 28.—Growing wheat looking fine, acreage same as last year, 25% of the wheat back for higher prices.—P. J. Nughton, Pres. Painesville Eltr. Co.

Middle Point, O., Feb. 16.—Farmers as well as dealers suffering heavy losses on account of low price of oats and bad condition of ear corn, which is molding and rotting in cribs. Some are hauling out of cribs to woods and pastures, consider it worthless. We are sorting every load of corn and bad corn is put back in farmer's wagon. See no change until the heat of summer dries it out. Corn that looks good on outside of cribs molding and worthless in center where air cannot reach.—Pollock Grain Co.

OKLAHOMA.

Sentinel, Okla., Mar. 4.—The ground here could not be in better shape. Wheat is doing nicely and farmers are putting in a

large acreage of oats.—A. T. Jones, agt. Wilbur Miltenberger.

Tuttle, Okla., Mar. 4.—We have had two good rains recently. Wheat is looking good and the prospects are that we will have a fine oats and corn crop.—Wheatland Gr. & Lbr. Co., per Kramer.

Guthrie, Okla.—The report of the Board of Agri., issued Mar. 1, places the condition of wheat at 49.1%; compared with 35 last December and 81% a year ago. The recent general rains will make a big improvement and prospects are said to be good for 75% of a full crop.

Sentinel, Okla., Feb. 27.—We had a dry winter until 10 days ago, since which time it has been rainy, and now there is lots of moisture in the ground. A large acreage of oats will be sowed this spring. Wheat will be a half crop, some of which is just coming up.—M. J. Long, mgr. Texas-Oklahoma Grain Co.

Chickasha, Okla., Feb. 24.—On account of the excessive dry weather during the fall and winter, plowing for oats is later than usual and the acreage will probably be cut short on that account. The growing wheat crop is showing wonderful improvement since the late rainfall. With favorable weather thru the spring, the wheat has a good chance to make a normal yield.—J. E. Farrington.

SOUTH DAKOTA.

Salem, S. D., Feb. 9.—Corn and oats being held for better money. Wheat pretty well sold.—J. K. Lingenfelter.

Montrose, S. D., Feb. 9.—Average yield of corn, good in quality, 60% still in farmers' hands, 10% of barley remains. Wheat crop best in years, nearly all marketed. Over ¾ of the oats still in the country.—E. R. Landers, agt. Hubbard & Palmer Co.

TENNESSEE.

Talley, Tenn., Feb. 20.—Owing to the unfavorable weather during the fall and early spring, the condition of winter wheat is unsatisfactory. Some improvement has, however, recently taken place.—J. S. Conrad.

TEXAS.

Plainview, Tex., Mar. 3.—Had 6 ins. of rain in the past two weeks. Prospects fine for a bumper crop this coming year.—Cobb & Elliott Gr. Co.

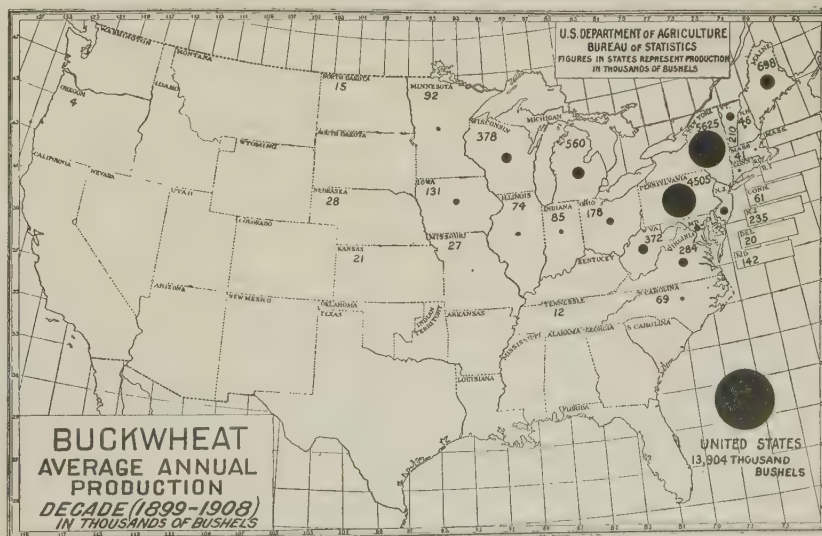
GRAIN IN FARMERS' HANDS.

Washington, D. C., Mar. 8.—The U. S. Department of Agriculture reports the reserves in farmers' hands on Mar. 1 to amount to 25.8% of last year's crop of wheat, or 179,690,000 bus. compared with 23.5 per cent last year, equivalent to 173,344,000 bu. and 23.3 per cent for ten years, equivalent to 154,031,000 bu.

Corn in farmers' hands on March 1, about 40.5%, equivalent to 1,265,634,000 bus., compared with 37.9%, or 1,050,865,000 last year, and 22.2%, equivalent to 953,100,000 bus. for past ten years. Proportion of crop of 1910 merchantable about 86.4%.

Oats in farmers' hands on March 1, about 37.4%, equivalent to 421,535,000 bus., compared with 36.1%, or 363,169,000 bus. last year, and 36.4%, or equivalent to 317,985,000 bus. for the past ten years.

Barley in farmers' hands on March 1, about 19.1%, or 31,062,000 bus., against 24.2% and 41,220,000 bus. last year.



Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

WEIGHT PER BUSHEL OF CORN AN IMPORTANT FACTOR.

Grain Dealers Journal: I was very much interested in an article on grading corn with a tester, by Mr. C. A. Dryer, of Champaign, Ill. I regret, however, that our laboratory work does not confirm the views of Mr. Dryer. It is true, of course, that as a general rule the weight per bushel decreases within certain limits as the moisture content increases, but there are so many exceptions to this rule depending on the quality of the corn that it is not a safe method for grading, if it is desired to get anything like an accurate idea of the amount of moisture present.

In looking over our reports I find that we have the moisture content and weight per bushel on more than 200 samples, representing the condition of Illinois and Indiana corn during December and January. I am satisfied, however, that the weight per bushel is a factor of no little importance in determining the value of a given lot of corn and if country shippers, who are not in a position to make moisture tests, would give more attention to weight per bushel in making their purchases, they would have less cause for complaint when the grain is graded at the terminal markets. Yours very truly, J. W. T. Duvel, Crop Technologist in Charge Grain Standardization, Dept. of Agri., Washington, D. C.

CANADIAN RECIPROCITY AND THE GRAIN DEALER.

Grain Dealers Journal: There being fine prospects for a big wheat crop, the most discouraging feature for the western wheat grower is the Canadian Reciprocity. The President's argument in favor of the question is really an argument against it, for he says that the treaty will give the grain interests of United States better control of the wheat market, enabling the price to be placed on an export basis. That is the very thing we do not want so long as we can maintain a home market which will give the wheat grower better returns than a foreign market.

Sec'y Wilson argues that the Reciprocity agreement would enable the milling interests of this country to mill this free Canadian wheat and sell the finished product. But at present our mills are complaining of a dull flour market. Surely there would be no improvement in conditions by dumping the Canadian wheat on our over-stocked markets.

This Reciprocity Agreement should not be adopted, I believe, because it is advocated by men who hope to gain favor with the wage earners, and thereby gain political ascendancy by the popular cry of reducing the high cost of living. Now, just as sure as we elect a president who advocates such free trade measures in his platform, the next president will find himself confronted with the problem of

devising ways and means by which the wage-earner may be able to procure the necessities of life, even at this reduced cost. Laborers will be thrown out of employment, factories closed, and the shrinkage of property values will run into the millions.

The only satisfactory solution is to continue our tariff policy by placing the investigation in the hands of a permanent tariff commission with a view of removing this important matter from politics. Every one is interested in some phase of the tariff problem. The Western people should indicate to their Congressmen that they are not ready for a free trade policy.—F. M. Sieg, Preston, Kan.

EXPOSE MAKERS OF WORTHLESS SAFES.

Grain Dealers Journal: The Journal in its Feb. 10th number mentions that in a recent fire a number of cheap safes gave no protection whatever to their contents. We should like to know the names of the makers of these safes, as in the near future we intend to buy a safe for our books.

The safe that is not fireproof should not be sold and we believe that the Grain Dealers Journal should publish the names of these safes so as to protect the trade.—C. G. Lindquist, mgr. Diamond Elevator Line, Lindquist Bros., Diamond, S. D.

From the Seed Trade.

Archias Seed Store, Sedalia, Mo.: Grass seed and grain has commenced to move early in this section. Our immediate vicinity will have no surplus of grass seeds. Oats are plentiful. We expect good prices on some seed; and our business is ahead of last season. Alsike, alfalfa and blue grass are not produced in this part of Missouri.

Ross Bros., Wichita, Kan.: We handle large quantities of alfalfa and are better informed on that subject. Indication points to a very heavy movement of alfalfa seed during the next 30 days. Prices are only fairly firm, but we expect to see them strengthen considerably within the next ten days, just as soon as the seed begins to move freely.

All indications in the Southwest point to an excellent seed trade during the spring months.

A calendar cataloging the industrial resources of Winnipeg, Man., is being distributed by the Winnipeg Industrial & Development Bureau.

During the past two years not more than 35,000,000 bus. of corn has been sold for export. Argentine has been our chief competitor; last year their exports amounted to more than 100,000,000. This year the drought has seriously lessened their prospects. The latest estimates on its exportable surplus barely exceed 20,000,000. If this is not increased materially, our country will probably be called upon to make up the difference, which it can very easily do. Argentine corn is harvested during March and April, and one month of favorable weather could brighten their prospects materially. The winter to date has been very mild and has considerably lessened consumption. The market will have its ups and downs, but we prefer sales on the rallies, believing that sooner or later it will follow the recent action of oats, which are now selling at the lowest on the crop.—Southworth & Co.

CONSIGNING OR SELLING ON TRACK.

Most grain shippers by reason of expensive experiences have very decided preference either for consigning their grain or selling it on track. Of course every dealer will pursue the method which appears safest and promises to net him the most money. Some shippers prefer to take the chances of a declining market and of close inspection, if they have a chance for a better price by consigning to a central market; others feel better if they sell on their track.

Shippers who have had trouble with consignments—the market has declined. Others have had unpleasant experiences with discounts, or have failed to realize the profit which he would have received by assuming the risk and selling at destination. Many shippers feel that they do not get what their grain is worth by selling on track. Experienced country shippers who have studied the conditions know that sometimes it is better to consign and sometimes better to sell on track.

We have received letters from shippers in various parts of the country explaining their methods of selling, and why they prefer different methods under different conditions. We shall be glad to receive the opinions of other dealers on the same subject.

NEVER CONSIGNS GRAIN.

Hartford, Mich.—All my grain is sold f. o. b. Hartford, wheat to millers, and rye to Toledo. I have never sold to track buyers.—Edward Finley.

WE SELL BEFORE SHIP.

Fountain City, Wis.—We sell all our grain before we ship. We find that to be the most satisfactory for both shipper and receiver.—C. F. Funk, Mgr. The Albert Mills.

CONSIGN WHEN MARKET IS WEAK.

Millersville, Ill.—About 65% of my sales have been track sales. I consign only when the market has been weak and draggy, and when an advance seems about due.—Ben A. Neal.

SATISFACTORY GRADES AND WEIGHTS.

Magnolia, Minn.—Ninety percent of our grain is sold thru commission merchants. We prefer this way because there is less trouble about weights and grades.—Merc. & Eltr. Co.

PREFER COMMISSION MEN.

Kimball, S. D.—About 75% of our grain shipments go to commission men, 17% to flour mills, and 8% go to terminal points for feed. We always prefer commission men when possible.—Ochsner Hardware Co.

SELLING ON TRACK MORE SATIS- FACTORY.

Horton, Mich.—Our wheat all goes to mills, and oats and rye is sold on track. This cuts out the commission, insurance and the liability to get a lower grade than would be just.—Eddy & Son.

TRACK BIDS SCARCE ON DECLIN- ING MARKET.

Milford, Ia.—About 10% of my grain in the past year was sold to track buyers, and all the rest was consigned. I observe that solicitation and track bids are scarce on a declining market.—W. D. Paton.

SELL DIRECT TO INTERIOR TRADE.

West Milton, O.—During last year we consigned only 5 cars of off grade grain. We ship most of our grain to interior consumers. We contract no grain and sell only as we get it.—Henderson & Coppock.

SELL F. O. B. OUR TRACK.

Bertrand, Mo.—We sold all our corn and wheat last year f. o. b. our track, subject to weights and inspection of terminal market. This is the only way we care to trade.—Hardwick, Childress Merc. Co.

SELL BY GRADE AND BY SAMPLE.

Shelton, Neb.—We consigned but one car last year; all other grain was sold to arrive, some by sample and some by grade. We would soon go broke if we consigned our grain.—S. MacMurray, Mgr. Farmers Eltr. Co.

SELL ALL GRAIN TO MILLS.

Wolcottville, Ind.—We do not ship much from this point except wheat, which all goes to mills. We ship a few cars of oats and rye, but generally have to ship in corn. It pays to consign only off grade grain.—H. C. Brown.

GRAIN GRADES BETTER SELLING ON TRACK.

Lamberton, Minn.—We have better success in the grading of our grain to sell it on our track, sometimes being able to gain 5c per bushel over what we would get by consigning. At some markets they are too particular about grading.—Albert Spaulding.

SELLS SHIPPER'S TRACK.

Washington, Ind.—Nine-tenths of our grain during the past year was sold our track and one-tenth was sold to commission houses for our account. We do not like to sell thru commission houses if we can get satisfactory bids on our track.—Walker & Norris.

SELL THRU RELIABLE COMMISSION FIRM.

Madison, S. D.—I will take my chances in getting a square deal with a reliable commission firm. Experience has cured me of track selling. Buy on the market and sell on the market is the way I shall do business, win or lose.—J. A. McGovern, Madison Farmers Eltr. Co.

ON A DULL MARKET SELL ON TRACK.

Fond du Lac, Wis.—About 50% of our shipments last year went to commission merchants, and the other 50% went to regular dealers whom we have on our books. On a firm market we generally prefer to consign our cars; but on a dull market we like to sell our track.—Helmer Milling Co.

WOULD NOT FAVOR RECEIVER WHO WOULD SELL FOR EVERYONE.

Elkhorn, Wis.—We have not changed our grain receiver for 27 years. We always thought they were treating us right and don't believe in changing so long as we are treated right. If we ever had occasion to change would certainly make a thoro investigation of the new firm before shipping. We would want a firm of good standing, of ability and surely not one that would sell for everyone who came

along. A shipper has some rights that should be respected by the receivers.—E. L. Co.

SELL POOR GRADES ON TRACK.

Milford, Ia.—We sold during the year 1910 one-ninth of our grain on track and eight-ninths to commission firms. Last year we had an unusually good quality which will bring more if sold on its merits in the market, than sold on track bids, because track bids are always for the poorest of the grade.—X.

SQUARE DEAL IN GRADING.

Urbana, Ill.—During the past year we have sold direct 60% and have consigned 40% of our grain. In years like the last, when grain does not grade, I prefer to consign. I think there should be some method of getting a squarer deal in grading, and until such is brot about, would prefer to consign.—P. H. N.

DOES NOT LIKE DESTINATION WEIGHTS AND GRADES.

Luddell, Kan.—We consign most of our grain because the track bids are generally much lower than we receive from consignments. We prefer to take a chance in the fluctuation in the market. Also many shippers do not like the destination weights and grades.—Francis S. Miller, Mgr. Farmers Grn. & L. S. Supply Co.

SELLS DIRECT TO CONSUMERS.

West Rushville, O.—We sell nothing to commission merchants and very little to track buyers. Most of our grain goes direct to consumers or dealers. We do not like to sell to commission merchants because they are negligent in looking after the shippers' interest, many of them not caring what becomes of the shipper if he can get his commission out of it.—Shaw, Bauman & Co.

DANGEROUS TO CONSIGN.

Ravenna, Neb.—We consign our grain mostly to central markets, but to do this we must know our man. If a commission man is honorable and efficient he will get for the shipper the best the market affords. The cash buyer must bid less to cover his margin of safety. Experience shows that it is dangerous to consign where you don't know your agent.—A. R. Kinney, Pres't The Ravenna Mills.

FORESAW LOWER PRICES.

Bowling Green, Mo.—All of our grain last year was sold on track bids to cancel previous sales. Our reason for this is that during the past season we came to the conclusion that things had reached a climax and that the tendency was for lower prices, so we sold on our track. With us the commission men are usually good buyers, but the majority of grain from this territory is sold on track.—W. F. Manzke Grain Co.

CONSIGNS THE UNCERTAIN GRADES.

Lancaster, Kan.—It has been our practice to consign all of our wheat, but 95% of our corn is sold on track bids. Our reason for this is that our wheat varies considerable in quality, and there is usually such a difference on this quality that we have been unable to get satisfactory track bids for our wheat. But our corn is about all the same quality, and we know just what we are selling and what we shall get for it.—L. J. Woodhouse & Co.

OBJECTS TO TEAM TRACK DELIVERIES.

The ordinary grain dealer knows of 10 or 15 receiving firms whose responsibility and integrity is above question. It is an easy matter to make a selection. Many solicitors on the road, working for firms not much known, make claims for their houses that a conservative country grain buyer knows to be fictitious. One receiver can not do much better than another unless it might be on some special line at some special time. I usually confine my shipments to one or two firms, thinking that in the long run I could do better, or at least as well as to scatter it all over. I object to sales on team track as a general thing, unless my receiver can vouch for buyer. I have shipped more or less to two Chicago firms for the last 10 years. If they don't get what I think is right I tell them so frankly and sometimes they can explain where I am at fault.—Illinois Shipper.

Treating Seed Grain to Prevent Smut.

The following smuts can be prevented by the formalin treatment described below: Wheat smut (called also stinking smut and bunt, and the most common and worst smut), oat smut, and the covered smuts of barley. Corn smut, the loose smut of wheat (blackheads), and the loose smut of barley, will not be prevented by this treatment. The best way to get rid of both barley smuts is to get seed from a field of last year that did not have any smut in it.

The following is the formalin method recommended by the Minnesota Exp. Sta.: Get good guaranteed formalin from a reliable druggist. The seed grain should first be very thoroughly cleaned. One pound (1 pint) of formalin should be poured into from 40 to 45 gallons of water, in a barrel. Then the grain, in gunny sacks or wire baskets, should be dipped into the solution, or the solution should be sprinkled upon the grain. Be sure that all of the grains are wet all over by the solution, as the object of the treatment is to kill all of the smut-dust on the outside of the grain. Everything which the grain touches should be very clean; sacks should be boiled; floors and shovels should be thoroly washed with boiling water. If the grain is to be dipped, it may be put, about half a bushel at a time, into a coarse sack and plunged into the formalin solution. Spread the treated grain on a floor or canvas which has been washed with boiling water; cover it for 12 to 24 hours, and then let it dry. Care should be taken not to allow the grain to freeze when wet, or to sprout.

The grain to be treated may, instead of being dipped, be spread out in a thin layer on a clean floor or canvas. Then, while one man rapidly shovels or rakes over the grain, another applies the formalin by means of a good sprinkling-can, taking care to moisten every kernel. Cover 12 hours, as in the dipping treatment, and then dry.

The grain may be sown at once, or may be kept for a month or more if thoroly dried. Great care should always be taken not to let smut-dust get on it after treatment. Sacks, shovels and the seeder with which it is sown should all be carefully washed with strong formalin solution (1 pound to 10 gallons of water).

I think the Grain Dealers Journal very fine and could not do without it.—L. N. Yarbrough, Bangs, Tex.

FROM THE DIARY OF AN EXCURSIONIST.

February 25th.—About 1 o'clock this morning our party of 94 souls gained admission to the Pullmans of the Kansas Grain Dealers special train and immediately crawled into our downies. Soon there was a range of musical sounds emitted thru noses and mouths which would have made the King of Snorers despair of his title.

One feminine voice was heard, saying "Now, Ed, wake up and stop snoring 'til I get to sleep." A man may be accused of many things without losing his temper but snoring is not one of them so the next morning every lady smiled and said she slept delightfully.

After breakfast Grain Dealers Journal whistles were distributed and the day was made as melodious as the night. The first day was spent in a close inspection of the beautiful Ozark Mts., the Mammoth Spring, Arkansas swamps and one another. Near the railroad tracks mistletoe nestled on the trees and some of the bachelors were heard trying to bribe the conductor to stop for a promenade.

Mr. Murphy distributed Kansas City newspapers, as he did each day on the trip. He gave to each one Knute's Buke a "spashal" showing "der hole lotta nice peeple der baen on dese trans." He also gave match-safes to the gentlemen, sweet sayings to the ladies and clever Swede stories to everyone.

Heads were crowned with corn-colored Grain Dealers Journal caps, a spike of G. D. J. golden wheat glistened on each lapel or was thrust in my lady's jabot. The crowd tried to read a Loud Book of extracts from the Grain Dealers Journal or to work Mr. Croysdale's puzzle, played cards or pillowed their heads to make up for the night's interrupted slumbers.

February 26th.—Spent two hours trying to obtain breakfast. Ate grape fruit, hominy, bacon, eggs and cakes and stirred my coffee all with one tablespoon. The gentlemen daintily ate their bacon with their fingers and yet the Kansas crowd was as smiling and genial as the sunny morn.

The excursionists scattered, some visiting the old French cathedral, the above-ground cemeteries and the American and French battleships which were anchored in the Mississippi river. They wandered over the rough hot pavements of the quaint French quarter, peeped down Vendetta alley; some even went to jail, but all returned to the Pullmans early, with weary feet and "such-a-good-time" tale.

The last remark I heard before I slumbered was "Well French style may be all right in clothes, but I don't like it in my cooking."

February 27th.—Went to French market for coffee, and early, very early breakfast. Met at postoffice. Were escorted to Stuyvesant Docks by Chief Inspector W. L. Richeson to witness the loading of an ocean steamship with grain. Saw Rex, King of the Carnival, come up the river, land and receive his loyal subjects and after a parade to the court house, receive the keys to New Orleans. These were safely attached to a velvet cushion so they could be held in one hand while the king and all the dukes drank champagne. We just looked on. I might have lost my heart to the well-formed chap in the violet velvet costume, the one on that beautiful horse, only he had five glasses of champagne and, oh well, I like Kansas men, don't you?

Thru the intercession of Chief Inspector Richeson and the favor of the Harbor Commission, the Grain Dealers were taken on a special tug to inspect the harbor and its freight handling facilities.

Interviewed Mr. Ramos.

The evening parade of Proteus Krewe illustrated scenes from the Last Days of Pompeii. The twenty floats were gorgeous and brilliantly lighted by flambeaus carried by red-robed negroes who marched briskly to the tune of "Dixie."

I know "briskly" is hard to believe, but it's true.

Interviewed Mr. Ramos.

February 28th.—Mardi Gras Day—All New Orleans is a stage land. I am not sure but what I believe in fairies. The people are in costume and mask and are more interesting with their harmless frolic than the formal paraders. Even Mr. W. S. Washer hands blank cards to every passer-by. Little kiddies in velvet Louis XIV suits or in girls' dresses, pickaninnies in clown costumes which have seen service for all the family, men in hobble skirts, women as pages, all enter into this make-believe game with the spirit of children.

A crowd of tattered negro minstrels,



The Nebraska Delegation Reached Gulfport in Good Condition.



Kansas Ladies Patiently Waiting for Dinner at the Great Southern.



Waiting for L. & N. R. R. to Pull Cars to New Orleans as Promised.

their faces shining with shoe polish, collect coins—a poor horse (built on the lines of an umbrella with the cover taken off) is painted like a zebra and is led by several masqueraders like a lion in recent captivity.

The elaborate floats of King Rex illustrating the sciences pass by. Then in the evening the most brilliant pageant of all—that of Comus—fills New Orleans streets.

The elect go to the balls, kings, queens and royal courts hold sway.

March 1st.—We awoke in sack cloth and ashes to repent our sins. The sweet-voiced choir sings the matins of Lent.

Miss C. in car Fama had a queer dream last night. She fancied that M. S. Graham was lost. Everyone searched

and worried and looked under all the seats in vain. Extras came out telling of the loss of one of the party of Kansas millionaire wheat men. Suddenly a brilliant idea struck Miss C. "Order a gin fizz," she told the porter, "Mr. Graham will smell it and I know he will appear." (Please don't print this story, as Mr. G. never touches a drop.)

Eighty of the party went to Gulf Port today. Many felt they must stay in New Orleans and visit the Mercantile Club. Visitors' cards were given to all thru the courtesy of Chief Inspector W. L. Richeson. O! You Ramos!

At Biloxi a few visited the home of Jefferson Davis and sang songs to an accompaniment on his old time piano. Was

it the voices or the piano which were cracked?

The Grain Dealers Journal post cards and a thousand others were mailed to the dear ones at home.

Those who remained at Gulfport enjoyed a 15-mile ride on the Gulf and watched the pelicans dive into the briny after fish. The L. & N. R. made a lasting impression on all by delaying our departure three hours.

March 2nd.—Starting home. Our luggage bulging with souvenirs, mementos and junk. Bridge burned. Train backed to Wilson for breakfast. Threw pennies to pickaninnies. Never saw a human being strut like that little coon who after he rubbed the dirt out of his mouth and nose and eyes, found he had a quarter. The power of Croesus animated that stride!

Left our train at the burned bridge, walked across and took a local. Picked violets and scrambled for the coach.

As Mrs. J. F. Lukert wrote, Smiley did his best that none should get left. But when Clark and Murphy were about for the ladies they looked out.

The local passed a five-yoke team of oxen hauling a load of lumber. Every one crowded to the windows to see it.

After a half hour there was another cry of "See the ox team." Every one rushed to the windows, but it was the same 5-yoke ox team hauling the same load of lumber.

Mr. Goffe made a capital train butcher with his call of "shoe-strings, playing cards" only he couldn't be persuaded to part with his stock.

Mr. S. H. Miller quite bewitched the crowd in his becoming costume of ladies' coat, hat and furs and a handkerchief tied hobble fashion around his ankles.

Mr. Murphy presented us with candy and sweet potato pie while Mr. Clark besieged the ladies with chocolate creams and cracker jack, taffy and ticklers, apropos of which Mr. Chamberlain wrote:

The Kansas Grain Men, homeward bound,
Met a burned bridge they could not go
round;
But Smiley's bright head devised a way,
And we rioted with ticklers the livelong
day. M. Chamberlain,

On this same engrossing subject Mrs. C. B. Hoffman wrote:

When down in Mississippi,
On the Grain Dealers trip,
We ate sweet potato pie,
Popcorn and drip.
We gulped the oysters raw
Took every tablespoon we saw;
We knew not time or law
When at the Mardi Gras.

—C. B. H.

The crowd paralyzed the local grocers by buying their entire stock of edibles. The merchants tried to keep one box of crackerjack, etc., so as to prove they were in business. We all stood round giving one another a bite of our currant or sweet potato pies. During the poetry contest which followed, Mr. Wm. Murphy celebrated this feast in the following song:

There was pop with not a drop
Of beer to make one queer.
Other things that made us yearn
That another bridge would burn,
And for breakfast we'd return,
Instead of going to Vicksburg in the morn-
ing.—W. M.

This poetry contest proved that Kansas can raise as good rhymsters as she can good wheat.

Each of the following poets were decorated with laurel and were promised a ride on Pegasus.



The Memphis Comite in Charge of the Kansas Dealers.



Kansas Ladies On Pavilion Steps, Overton Zoo, Memphis.



Listening to Dave Croysdale's Dog Bark at Gulfport.

Down in the South, with oysters in your mouth
And a lobster by your side, we ride and ride and ride.
We burn the railroad bridges, we drink the Ramos fizzes,
We think that life is a bushel of pleasure,
And the Kansas grain men give good measure—Dosbaugh & Cox.

Don't be solemn—
Next week for biz,
But cherish the memory
Of New Orleans gin fizz.

W. F. McCullough.
Friend Smiley had a hunch
And he got a little bunch
Of the finest crowd that Kansas could turn out.

The eating was so fine
On the Illinois Central line
That the richness of the grub gave all the gout.—Wallace G. Goffe.

In the South where it is spring,
We listened to the mocking bird sing;
The Kansas Grain men sampled every sort of thing.

The trip was just a grand success,
Which was greatly to their credit;
They brought their wives and all confess
They're glad, and don't you forget it.

Nellie Waldo.
We took a pleasure trip to see the Mardi Gras,
From Kansas City thru the Ozarks and Arkansas.

Now returning, bridges burning,
Still our glee is running high,
For we've dined on sweet potato pie.
E. A. Wiley.

I have traveled East,
I have traveled West,
I like New Orleans best.
H. Work.

There was a man named Smiley,
Whose sense we thought of so highly,
We asked him to manage our trip.
This trip took the cake,
So we've decided to make
Another to Cuba by ship.

J. Rufus (C. A.) Wallingford.
At the Mardi Gras scenes,
In old Orleans,
Where Rex and Ramos and revelry reign,
The Kansas bunch were very sane
When they saw a poor horse like a zebra painted,
They left their fizzes and nearly fainted.
M. D. C.

Ven ve gat home vonce more,
Fon der Tide vawter shore,
Ve skal tank about hole lot a tangs ve saw.
Ve skal navar all again
Ride togadder on same train,
Fon such a happy starting on der kaw.
Knute Knudson.

March 2nd, p. m. Took an exhilarating trip around the battleground of Vicksburg. The hills and deep ravines which gave such an opportunity for slaughter made one shudder. The auto

ride around those numerous sharp curves was thrilling.

March 3rd. Arrived in Memphis for breakfast.

Mr. E. E. Buxton, Chairman Reception Com. of the Merchants' Exchange, took the party to the fine new trading room. Carnations were given the ladies, cigars to the gentlemen and a delicious punch to everyone.

Pres. Sloan of the Exchange made a gracious welcoming speech and brief talks savored with wit and cordiality were given by W. F. McCullough of Wichita, E. J. Smiley of Topeka, Wm. Murphy of Kansas City, G. E. Patteson of Memphis, Sec. Nat S. Graves of the Exchange and Charles S. Clark of Chicago.

Nat S. Graves is smiling over a brand new granddaughter but the ladies said he looked too young to be grandpa. At 2 o'clock special cars took the visitors to Overton zoo where two hours were spent in inspecting curious animals from all parts of the world.

The Memphis grain men are charmingly hospitable and the ladies wanted to prolong their stay.

Everyone felt the geniality of their reception and were loath to leave at 6:30 for the last night's run.

Shortly after the train pulled over the high bridge across the Mississippi river the excursionists assembled in one car, while W. F. McDermott of Topeka as spokesman for all the pleased members of the party thanked Sec'y Smiley for the success of the delightful trip. They presented him with a beautiful gold-headed cane which was only a token of the love and appreciation of his friends. A fine umbrella was also presented to the Pullman conductor in charge.

The trip was productive of sights to be long remembered, of view points a little kindlier and a little enlarged and the charm of knowing folk whom it is a joy to know and love.
M. D. C.

We desire to express our satisfaction with the Journal. It is up to date to the moment and indispensable to the grain and elevator trade.—R. C. Jordan, supt. Central Eltr. & Warehouse Co., New Orleans, La.

BETTER ELEVATORS.

BY J. F. YOUNGLOVE.

To pay an experienced builder the cost and a certain agreed percentage for his experience and superintendence is the best and only plan on some construction such as repair work or rebuilding and re-equipping. This plan relieves the owner of the trouble, worry and probable mistakes occasioned by employing inexperienced or unscrupulous would-be builders and engineers. This plan can be applied to entirely new construction, generally on large work such as terminal elevators both large and small, docks and protective work.

Altho the owner will think all costs are the same or nearly so depending somewhat on the buying ability of the contractor, yet here is a good opportunity for the owner to exercise discrimination in the choice of the builder.

One builder may have made an offer on a certain percentage while another will agree to do the work for one-half the amount. As the owner's object is to save all he can and the two making offers are about equal in ability and reputation he accepts the lowest offer, naturally; altho he knows the proposition is too low and will not pay the builder. However, the owner will be perfectly satisfied, as he is safe (?).

Let us look into this man's accounts, showing his buying and selling "ability." Inspecting his own time sheets and reports we find they are divided in the middle, one rate for the men to accept and receipt, and the other half for the owner to file, and that 15 PER CENT IS ADDED TO THE OWNER'S BILL.

Lumber is the next greatest item. This is bot on a delivered price. The builder who put in the small percentage bid having started in to make good, will not miss the opportunity to make his shave on the lumber. A bill is rendered the owner for lumber and paid, and the contractor then takes his 2 per cent discount. Contractors may go still further and present to the owner the expense bills for freight covering this shipment of lumber; and he, unthinkingly, tho the lumber was bot delivered, will pay these bills also, amounting to from \$300 upward.

I have known of instances where the LOW percentage contractor has entered into an agreement with supply men stating to them that he can turn this business their way but must have a small commission, say 10 per cent. This is arranged and added to the price; and arrangements of this nature are carried out all down the line, generally, on every item of expense covering the work.

Besides this species of graft the owner's money is wasted in many ways. In labor, for example, some one or many have a "pull." Labor is reported which was not used on the work at all. Naturally, the greater the cost the more the profit for this man.

When the owner has finished with this species of grafter he has paid 10, 15 or even 20 per cent more than the other fellow or legitimate contractor asked for the work. I believe there are more honest men than grafters in all trades.

A member of the Buenos Aires Board of Trade was suspended from membership for climbing on the roof of the building to view a parade.

I can not get along without the Grain Dealers Journal. Each number is worth the price of the entire year's subscription.—H. C. Hughes, Atchison, Kan.



The Boatripe on the Gulf was Most Enjoyable to Kansans.

Boys' Corn Club.

The movement in the southern states for crop improvement and diversified farming is being effectively aided by the organization of boy's corn clubs in the different counties to compete for prizes offered by the county school board and the business men.

The usual requirements are that members of the corn club be between the ages of 10 and 18; that each member should plan and do his own work; that each member should cultivate at least one acre, and carry out the instructions of the Department of Agriculture.

It is thought best to award few large, and many smaller prizes, for example \$25 in gold for the best work and results in the growing of corn, the largest yield per acre, the best written report of the work, the best showing profit and the best exhibit of ten ears to be considered by the judges; \$15 for the second best; \$10 in merchandise for the third best; \$5 in merchandise fourth best; \$10 in merchandise for the best ten ears of corn regardless of report and yield; \$5 in merchandise for second best; \$5 in gold for the best individual ear and \$3 for the second best.

The boy who grows the best acre in a state contest is given a free trip to Washington with his expenses paid for a week. Certificates of honor signed by the Governor, State School Commissioner and the Commissioner of Agriculture will be issued to the boys who make a certain high score.

The movement is being conducted under the auspices of the Bureau of Plant Industry of the U. S. Department of Agriculture, as a part of the Farmers Co-operative Demonstration Work.

The Department at Washington is receiving reports daily of yields in excess

of 100 bus. per acre obtained by members of the boys' corn clubs. A yield of 228.7 bus. per acre was obtained by Jerry H. Moore of Winona, S. C. Many of the good yields are reported from Mississippi, among them being Leslie Anderson of Brookhaven, 225 bus.; Kennie Devine of Sharon, 217 bus.; and Bennie Beeson of Monticello, 212.1 bus. One hundred of the boys made yields which when averaged exceeded 133 bus. per acre.

Great interest is being taken by merchants in promoting the corn clubs. The business men of Memphis, Tenn., raised a fund of \$5,000, to which the office of Dr. S. A. Knapp, of the Department of Agriculture, added \$5,000 to push the boys' corn club work in the territory around Memphis.

A group portrait of boys competing in the corn growing contest of Hancock County, Georgia, is reproduced in the engraving herewith.

Why the Cleaner Rubbed.

BY UNCLE PEDRO.

I had an experience recently which I hope will be of some benefit to elevator operators who meet the same trouble and waste much valuable time in wondering "What is the matter with that cleaner?"

Some years ago a dustless cleaner had been placed on the working floor of the elevator just back of the legs and braced with four feet lengths of 2x4s from the building above to the top of the cleaner frame. It is very evident that the man who installed that cleaner was determined it should not kick a hole in the bins above. He not only braced down but in every direction. The poor thing could not bulge a hair. One day when the movement of grain was at its height

and every minute was worth an hour, the fan paddles began to rub on the side of their casing.

The boss insisted that the fan shaft had sprung or else the paddles had become loose. To satisfy him, we took off part of the casing and found that the settling of the building, due to the heavy weight of the grain in store, had crushed down the casing sufficient to interfere with the movement of the fan. By removing the braces, we were able to get the machine back in working condition and henceforth refrained from bracing any machines from above.

The settling of grain bins due to the uneven filling of different parts of the house, is sure to make trouble in every case where they are not heavily braced from a heavy foundation. Cleaning machines are not constructed with the idea of supporting the building and must not be braced from above. For this very reason every up-to-date builder who installs hopper scales in the cupola of an elevator, supports them on a separate foundation extending to the ground.

Missouri again claims the world's championship for corn cob pipe production. Labor Commissioner Haller's recent annual report shows that the seven factories in that state last year produced 25,455,584 "Missouri meerschams," sold at wholesale for about 5/9c each.

Total receipts of wheat at primary markets during the 36 weeks prior to Mar. 6, as compiled by the Cincinnati Price Current, aggregated 183,077,000 bus., of which 56,646,000 bus. were winter and 126,431,000 bus. spring wheat; compared with 57,458,000 bus. of winter and 155,429,000 bus. of spring wheat aggregating 212,887,000 bus. received during the corresponding period of the previous grain year.



Corn Growing Contest, Hancock County, Ga.

Use of Transit Privilege by Henry A. Klyce Co.

On a claim by the Henry A. Klyce Co., of Dyersburg, Tenn., against the Illinois Central R. R. Co., for \$5,354 reparation on account of refusal to permit application of certain inbound expense bills upon outgoing shipments, the Interstate Commerce Commission has decided that when the bankruptcy discontinued the operation of the milling plant with a large number of expense bills but no grain on hand, such old expense bills were worthless for reshipping purposes in connection with tonnage that moved into the plant after complainant had resumed business at the same plant, first as a lessee and later as a corporation; Held also, That complainant is entitled to use for transit purposes inbound expense bills representing grain moved into the plant subsequent to resumption of business under lease, and to reparation on certain shipments in connection with which confusion as to the proper manner of surrender of expense bills was contributed by both defendant and complainant.

Klyce's method was exposed by the testimony as follows: The inbound grain moved under proportional rates to Dyersburg, where, after elevation or milling, it was reshipped to points in the Mississippi valley at the local rates from Dyersburg. Upon surrender of the inbound expense bills the charges were corrected to equal the thru rates from points of origin to points of destination. Where the product was shipped from Dyersburg to points in southeastern territory, such as Atlanta, no such correction was necessary, as the rates under which transit at Dyersburg was permitted consisted of the proportional rates from points of origin to Dyersburg plus the local rates from Dyersburg. As these shipments to southeastern territory required no surrender of inbound expense bills, such expense bills accumulated in the hands of complainant and were used to defeat the rates on shipments to the Mississippi valley. Beginning Feb. 22, 1909, the thru milling-in-transit rates to the southeast, as well as to the Mississippi valley, required the surrender of inbound expense bills, and thus the application of proper rates was better protected than had been the case before that date. Prior to this change complainant had accumulated inbound expense bills representing several millions of pounds, and as the time limit specified in the tariffs for the use of such expense bills was six months, and as complainant used the oldest and most advantageous expense bill available on any shipment, the surplus of expense bills acquired under the old tariffs was maintained in large part until the bankruptcy proceedings of May 7, 1909.

About 3,000,000 lbs. of unmanufactured cobs, 225,000 lbs. of corn cob meal; and 500,000 lbs. of corn shucks, which latter were not entitled to transit privileges, and no grain of any kind, was found in the plant when the trustee in bankruptcy took charge. The pile of cobs had been accumulating since 1908, but the trustee did not consider them of sufficient value to be listed as an asset.

Under a slightly different name than bankrupt the complainant took possession of the plant Aug. 18, 1909, and endeavored to apply the old inbound expense bills on shipments moving out of the plant subsequent to that date. Klyce's argument was that in the past the railroad company had never made the point that mills and elevators that were empty at certain seasons were not entitled to

use thereafter expense bills which were in possession of shippers who had no corresponding tonnage on hand. Interstate Commerce Commissioner Clark admitted that carriers and shippers had hitherto been guilty of such irregular practices. After the bankruptcy proceedings one officer of the Illinois Central instructed the agent at Dyersburg that the use of old expense bills would be proper. This erroneous advice was promptly countermanded in writing by the proper officer of the railroad company, and complainant was advised of these instructions, but nevertheless continued to make shipments, and made claim for reparation.

Exports of Breadstuffs.

Exports of breadstuffs for the seven months prior to Feb. 1 included 8,164,227 bus. of barley, 24,951,120 of corn, 875,374 of oats, 119 of rye, and 17,026,167 bus. of wheat; compared with 3,911,012 bus. of barley, 18,055,424 of corn, 724,742 of oats, 201,281 of rye and 37,325,636 bus. of wheat in the corresponding period of 1909-10.

The total value of breadstuffs exported during the seven months prior to Feb. 1 amounted to \$64,963,356 against \$88,546,618 worth exported in the corresponding months ended Feb. 1, 1910, as reported by O. P. Austin, chief of the Bureau of Statistics.

Ireton Bros. & Eikenbary Co.'s Elevator at Van Wert, O.

One of the up-to-date elevators of Ohio is that of The Ireton Bros & Eikenbary Co., located at Van Wert, in the heart of a fine corn growing section. The elevator is located on the P. F. W. & C. R. R. and also has switching connections with the Cincinnati Northern Ry.

The equipment of the elevator is very convenient throughout for easy and rapid handling of grain having three grain dumps, three legs with 7x18, 7x16 and 5x9 buckets with two electric motors, one 25 h. p. and the other 15 h. p., a Western Corn Sheller, Western Monitor Receiving Separator, 50,000 lb. Hopper Scales, and a passenger elevator. Two driveways enable the unloading of two kinds of grain at the same time. The capacity of elevator is 35,000 bu. cut of which is reproduced herewith.

Some Noxious Weed Seeds Found with Farm Seed.

Very few samples of forage-crop seeds are found wholly free from weed seeds, as the methods of culture and harvesting operate against a pure seed crop. Most of the weed seeds are harmless, but some of them are very noxious, and are described by Professor Hillman as follows:

The seeds of sand bur, shown at a in the engraving herewith, have somewhat the appearance of small wheat kernels, usually light brown or straw colored; common in alfalfa seed from the Great Basin region. The spiny burs of this grass reduce the feeding quality of alfalfa hay.

Wildoats, b, are similar to seeds of cultivated oats, but always have a twisted and bent, brown or straw-colored awn (sometimes broken away) from near the middle, a tuft of light-brown hairs on the rachilla segment and about the characteristic, cup-shaped rim of the scar at the base of the seed; widely distributed and common in seeds of cereals, especially oats, and large-seeded grasses.

Chess or cheat seeds, c, are straw colored, sometimes greenish or brown when in the chaff (as figured), the awn at the apex often broken away, the club-shaped form of the rachilla segment distinguishing this from cultivated grass seeds; common in seeds of cereals and large-seeded grasses generally; the reddish-brown, trough-shaped free grains sometimes appear in clover seed.

Darnel seeds, d, are robust, straw colored, and in the absence of the slender awn somewhat resemble large seeds of meadow fescue and English rye-grass; common in seed of cereals, particularly wheat.

Quack or couch grass seeds, e, closely resemble fescue and rye-grass seeds, but they are usually slenderer, light or yellowish, sometimes greenish colored; whole spikelets having the two empty scales noticeably joined at the same level at the base of the spikelet, thus differing from most grass spikelets, are invariably found with the individual seeds. Commonly found in seeds of cereals and the coarse grasses, especially in the seed of awnless brome-grass imported from Europe.

Dock seeds, f, are sharply 3-angled, reddish brown, smooth, and shining; one of the commonest of the weed seeds of farm seeds generally, the reddish-brown



The Ireton Bros. & Eikenbary Co.'s Eltr. at Van Wert, O.

ripened flowers, shown at the right of the figure, commonly appearing in seeds of cereals and coarse grasses. Several kinds of dock seeds occur in farm seeds, the commonest being that of curled dock (figured). The similar seeds of broad-leaved or bitter dock are sometimes found. Another kind having smaller seeds which are rounded instead of pointed at the base occurs in Chilean red clover seed.

Black bindweed seeds, g, are coarse, 3-angled, black when the outer covering is removed; the outer straw-colored, greenish, or brown covering (flower scales) may be present or partly or wholly broken away; common in all kinds of coarse farm seeds from all sources, particularly in seed of cereals, millet, and flax.

Russian thistle seeds, h, occur both with and without the gray or light-brown hull, flower scales; the seeds proper have a thin coat covering the slender spirally coiled, greenish embryo; common in alfalfa seed from the western states and in flaxseed. As an impurity in alfalfa it strongly suggests western production.

Seeds of corn cockle, i, are black or brown, angular and covered with fine spiny tubercles; common in seeds of cereal, millets, vetches and flax from all sources.

White campion seeds, j, are mostly light gray, the surface finely tubercled, the light color distinguishing this kind from the next two; common in imported

crimson clover and grass seeds; sometimes found in red clover seed.

Bladder campion seeds, k, are brown or nearly black, flattened, finely tubercled, the tubercles arranged in more or less distinct rows on the sides and in more distinct rows on the edges; occurs frequently in imported grass seed and is sometimes abundant in seed of red and alsike clovers grown in the northern states and in Canada.

Night-flowering catchfly seeds, l, are similar to the preceding, dark gray or brown, finely tubercled, the tubercles not in distinct rows on the sides; very common and often abundant in seed of red and alsike clovers grown in the northern states and in Canada. Careful comparison of seeds with the illustrations, j, k, and l, will enable one to distinguish the similar seeds of this group of weeds.

The seeds of cow cockle, m, are almost perfectly spherical, black, the surface covered with fine tubercular points; very common in seeds of cereals from the west and northwest; also in millet and flax seeds, sometimes in imported coarse seeds; broken seeds often occur in alfalfa seed from the western states, thus indicating its source.

Pennycress or Frenchweed seeds, n, are oval, flattened, brown, and have concentric ridges on the sides; often found in both domestic and imported seed of cereals, clovers, millets, and flax. This is a dreaded weed in the northwestern states.

Field peppergrass seeds, o, are reddish brown, oval, smooth, and show a curved line on each side; common in domestic and imported seed of various clovers, grasses, and cereals.

False flax seeds, p and q, as found in farm seeds represent two kinds of false flax plants in no way related to the true flax. Seeds of the large-fruited false flax, p, are light yellow and much larger than those of the other kind; very common in flax seed, hence the common name; also in millet and sometimes in alfalfa seed; common in coarse farm seeds from Russia. Seeds of small-fruited false flax, q, are much smaller than the others, and darker, being reddish yellow; common in Canadian red and alsike clovers and timothy seed.

Ball mustard seeds, r, are unopened, straw-colored, brown or purplish pods, having a net work of ridges over the surface and containing a single yellowish seed within; found in seed of cereals, millets and flax; sometimes in imported seed. This is a troublesome weed in certain sections of the northern states.

Black mustard seeds s, are small, commonly somewhat oblong, and reddish brown or dark brown, sometimes gray, surface pitted, due to a network of ridges; taste distinctly pungent; sometimes found in clover and grass seeds.

English charlock, or wild mustard, seeds, t, are almost spherical, slightly variable in size, black, reddish brown, or sometimes light brown, the surface comparatively smooth, which distinguishes this seed from seed of other mustards and rape; taste somewhat pungent; a frequent impurity of nearly all the common clover, grass and cereal seeds; sometimes an adulterant of rape seed.

Exports of Glucose, Corn Oil and Cake.

During the 12 months prior to Jan. 1, 1911, we exported 124,140,171 lbs. of glucose, 14,170,708 lbs. of corn oil and 66,315,621 lbs. of corn oil cake, against 96,320,689 lbs. of glucose, 21,202,348 lbs. of corn oil and 50,393,494 lbs. of corn oil cake exported in the previous year, as reported by O. P. Austin, chief of the Bureau of Statistics.

Exports of Hay.

Hay amounting to 54,995 tons was exported in the 12 months prior to Jan. 1, 1911, compared with 59,738 tons exported during the previous year.

Canadian hay in transit to foreign countries was received and shipped in 1910 at these five ports on the Atlantic seaboard, Baltimore, Boston, New York, Philadelphia and Portland, Me., amounting to 39,426,031 tons, as reported by O. P. Austin, chief of the Bureau of Statistics.

Imports and Exports of Rice.

Imports of rice, rice flour, rice meal and broken rice for the 12 months prior to Jan. 1, 1911, amounted to 224,826,350 lbs.; compared with 225,710,483 lbs. imported during the previous year.

Exports of rice during 1910 aggregated 8,765,361 lbs. and 14,382,140 lbs. of rice bran, meal and polish; against 2,462,199 lbs. of rice and 24,170,369 of rice bran, meal and polish exported during 1909.

Of foreign rice, rice meal, rice flour and broken rice we re-exported 6,893,367 lbs. in 1910, compared with 7,390,961 lbs. re-exported in the previous year, as reported by O. P. Austin, chief of the Bureau of Statistics.



Some Noxious Weed Seeds. After Hillman. Farmers' Bull. 128, U. S. Dept. of Agriculture.

VARIETIES OF OATS.

Varieties of oats may differ in the size, shape, or color of the grain, in the length of time they require from seeding to maturity, in the shape and size of the panicle, in the yield of grain or of straw, and in the time when they may be sown. The grain may be large, medium, or small; it may be long and slender or short and plump; the color may be white, yellow, black, gray or brownish-red.

The difference in the time necessary to reach maturity for different varieties at any given place is from 15 to 25 days; all varieties mature more quickly in the central portion of the United States than in the northern part. In the southern and central portions of the country the earliest varieties may mature in 85 to 90 days; in the cooler climate of the north the later varieties may require 125 to 140 days.

Two varieties which are very similar in appearance may differ widely in yield of grain or of straw. Most of the varieties grown in the United States are adapted to spring seeding, but a few, like Winter Turf, are sown in the fall in the Southern States, while others, like Red Rustproof, may be sown either in the fall or spring.

In the engraving herewith are shown four varieties of oats which differ in size, shape and color. The Sixty-Day at *A*, has a medium sized slender grain. The Red Rustproof, *B*, has a large, plump, reddish-brown grain. The North Finnish Black, *C*, has a medium-sized, moderately plump, black grain. The Swedish Select, *D*, has a large, plump, white grain.

Two types of oat heads are shown in the engraving herewith, spreading or panicked, and side or horse-mane. The panicle may be open and spreading or closed and turned to one side or anywhere between these two extremes.

The number of varieties of oats grown in the United States is very large, though the number well adapted to the conditions in any particular section is comparatively small. Several hundred varietal names are to be found in the catalogues of American seedsmen, but in many instances different names are applied to the same variety by different seedsmen or in different sections of the country. A good example of this is to be found in the Winter Turf oat, which is variously known as Gray Winter, Virginia Gray, Turf, Grazing, Virginia Winter, and Winter Turf, while several similar names are less commonly applied to it. Every year new varieties of oats are offered by seedsmen, while other names are omitted from their lists, and varieties which may have been common in some sections ten or fifteen years ago have now almost entirely disappeared from cultivation.

BEST VARIETIES FOR DIFFERENT STATES.—In Wisconsin, Minnesota, and North Dakota and in the Rocky Mountain States, side oats like White Russian and Tartarian reach their best development, but even here they usually do not yield as well as some of the varieties of the open-headed type. The varieties that do well in Wisconsin and Minnesota succeed in Michigan, Sixty-Day, Kherson, Silvermine, and American Banner are the leading varieties at the Wisconsin station in recent years. Swedish Select, the most popular oat in Wisconsin, has given the highest yield at this station for a longer period. At the Minnesota station American Banner,



A, Sixty-Day; B, Red Rustproof; C, North Finnish Black; D, Swedish Select; After Warburton, Farmers' Bull. 424, U. S. Department of Agriculture.



Spreading Oats. Panicked Oats. After Warburton, Farmers' Bull. 424, U. S. Department of Agriculture.

Early Gothland, Kherson and Sixty-Day have yielded best. The high place held by the Sixty-Day and the Kherson oats in the tests at these two stations is largely due to the fact that at least two of the years covered by these tests have been extremely unfavorable to the production of late oats.

At Fargo, N. Dak., in the Red River Valley, Sixty-Day, Tartarian, Abundance, Siberian and Lincoln have been the leading varieties, while at Edgeley the best yields have been harvested from Abundance, Siberian, Sixty-Day and Silvermine. Early Mountain, Kherson, Tartarian, and Banner have been the best of the well known varieties at Dickinson, tho several kinds recently imported from Europe have done well. At Williston the Silvermine, Siberian and Probsteyer have made the best showing. At the South Dakota stations Kherson, Swedish Select, and Sixty-Day have been the highest yielding varieties.

At the Ohio station Siberian, Sixty-Day, Improved American and Joannette were in the leading varieties in a recent test. Big Four and Silvermine have also given good results. At the Indiana station the leading varieties are Great Dakota and Silvermine. Early oats usually yield best in Illinois, Iowa and Nebraska, as late ones are likely to be severely injured by hot weather when the grain is filling. At these stations Sixty-Day and Kherson are among the leading kinds. Burt and Red Rustproof have also done well in Nebraska, while Silvermine and Swedish Select have been good varieties in the Iowa tests, and Siberian is one of the best at the Illinois station. Silvermine, Big Four, Swedish Select, and other large, rather late, white oats will give good yields in the northern parts of these states in favorable years, but in unfavorable ones Sixty-Day and Kherson will produce more grain. Early Champion is an early oat which is extensively grown, while Lincoln, Clydesdale and Green Russian are also quite popular.

In the New England states the varieties commonly offered by seedsmen are Clydesdale, Probsteyer, Welcome, Canadian Cluster, American Banner, White Tartar and Swedish Select.

At the Pennsylvania station the leading varieties are Joannette, Big Four, Japan, and Lincoln.

In the South Atlantic and Gulf states, wherever climatic conditions will permit,

it is advisable to grow winter oats of the Winter Turf and Red Rustproof types. Winter Turf is the hardier of the two.

In central and western Kentucky early oats like Burt, Sixty-Day, Red Rustproof and Kherson will do well.

Most of the oats grown in Missouri, Kansas, Oklahoma and Arkansas are of the Red Rustproof type. At the Kansas station Sixty-Day and Kherson have given as good results as Red Rustproof.

At the Montana station, under irrigation, Progress, Clydesdale, Big Four and Improved American are among the leading varieties. Swedist Select and White Russian are also grown on the irrigated farms of Wyoming and Idaho. In Colorado, Kherson, Sixty-Day and Colorado No. 37 are popular.

Conditions in western Washington and Oregon are very favorable to the growth of oats, and the highest yields are usually from large white oats like Big Four, Improved American and Swedish Select. Side oats are also popular. In California the Red Rustproof is usually grown.—From Bulletin 424, U. S. Dept. of Agriculture.

Warehouse Converted into Elevator.

The building shown in the engraving herewith is substantial enough to have housed the British who surrendered their fort at Ticonderoga, N. Y. to Ethan Allen of revolutionary fame. The plant shown is, however, devoted to the peaceful purposes of a grain elevator by its owners, H. C. and Chas. C. Holden, composing the Holden Grain & Feed Co., wholesale and retail dealers in grain at Ticonderoga.

Very little grain is grown in this part of New York. Consumers here and small dealers back in the mountains buy from this company in wagonloads and smaller quantities, the supply being shipped in from the west in carloads.

The only suitable location found that was purchaseable, was a well built warehouse, 110x24 ft., of studded construction, on a heavy cut stone foundation, with slate roof, standing parallel to the Delaware & Hudson tracks. It was decided to remodel the building.

Removing a portion of the roof 24 ft. wide near the middle, another story was built to contain the elevator head, making the height of this addition 42 ft. Underneath this portion of the building are

five bins extending to the floor, three having a capacity of 1,800 bus. each, one 7,000 bus., and one 1,200 bus. Part of them discharge direct to the elevator boot and the remainder into a spiral conveyor to boot. The slides which control the discharge are operated from above the bins by long rods, in boxes. Beyond these 5 bins are 4 hoppers bins 6x6, holding 300 bus. each, from which all of the grain is sacked. Each bin is strengthened by ½-in. steel cables.

To supplement the foundation 27 concrete piers were built under the grain storage. The pit is also of concrete. The end of the building away from the grain storage is used for sacked feeds, hay and straw. Here two extensions were built for the same purpose, making a total storage capacity for these feeds of over 100 tons. Wagons are loaded at the platform running the full length of one end of the building.

The elevator leg discharges into a Richardson Automatic Scale with a capacity of 1,000 bus. per hour, from which the grain can be diverted to any one of the 9 bins. A Weller Power Shovel operates thru a block attached to a bracket outside the window.

The feed grinding equipment is housed at one end of the building, the short elevator from the feed mill discharging direct to any of 6 feed bins raised from the floor so bags can be filled without scooping. These bins are built in the same way as the patented poultry feed boxes, allowing a customer to inspect the various grades of ground and cracked grains. This arrangement also makes it easy for the operator to keep up a flow of the finely ground grains from the bin to the sack whenever it has a tendency to form an arch across the bin and stop. The office is in the same end of the building as the feed grinding plant.

Attorney General Wickersham stated, Feb. 23, that final reports of the nationwide campaign against bucket shops show that more than 4,000 such offices were put out of business as a result of the crusade.

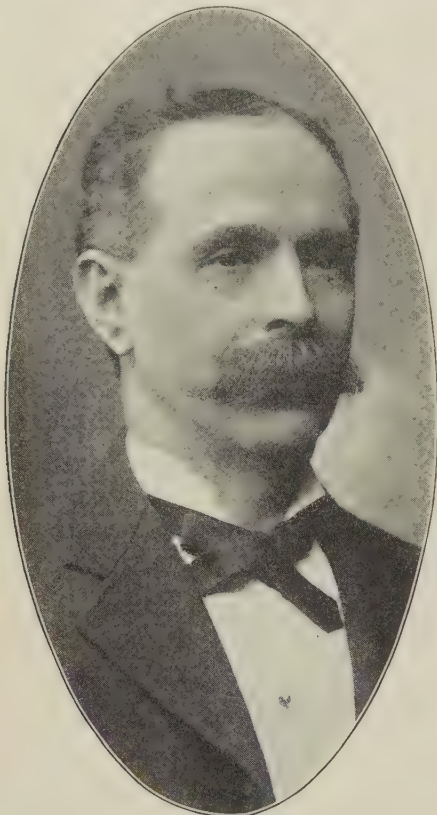
By their official visit to markets in southern states Pres. Dean and Sec'y Taylor of the National Hay Ass'n added 45 new members, including the leading and representative members of the trade in the respective states. Harry Wimer of Chattanooga, Tenn., has succeeded T. P. Riddle as a member of the statistics committee.



Grain Elevator, Warehouse and Feed Mill of Holden Grain & Feed Co., Ticonderoga, N. Y.

A Leader on the Philadelphia Exchange.

Emanuel H. Price is one of the active and enterprising members of the Philadelphia Commercial Exchange who would be better known if he were less modest. Only those long associated with him are aware that he is the mainstay of the two houses trading as S. D. Hunsberger and the Klauder Feed & Coal Co.



E. H. Price, Philadelphia, Pa.

With the former house he has been connected for many years and, owing to the venerable age of the founder of that establishment, has long been the dominant spirit in its management. The latter concern is less old, having succeeded to the late E. L. Klauder's extensive trade upon the death of that gentleman two years ago. This business is located at Manayunk, a suburb of the city, conspicuous for its mills and manufacturing establishments of various kinds. The business of Mr. Hunsberger is, however, one of the oldest of its kind connected with the Exchange, of which Mr. Hunsberger has been an honored member for nearly fifty years.

Mr. Price has been frequently honored by his fellow-members in election to various offices, and has served as vice-pres. of the Exchange as well as a director in many administrations. That he has not been the president of the Exchange is due rather to his retiring nature than to any other cause, for he has been frequently requested to accept the nomination, which in his case would have been tantamount to election. He is now a director and is also the occupant of the most responsible post in the present directorate, namely, the chairmanship of the finance committee. In the management of the affairs of the Exchange his advice is frequently sought and his judgment greatly respected. He is a good judge of a fast horse and the owner of a trotter of high class. On the social side he is connected with many clubs and is a

Mason of high standing and old affiliation. A portrait of Mr. Price is reproduced in the engraving herewith.

Seed Testing with Simple Apparatus.

To make a practical seed test only such apparatus is needed as will enable one to use a weighed quantity of seed from the sample, to separate the pure seed from the foreign seeds and other impurities, to distinguish the character of the foreign seeds and to make the germination test.

Sensitiveness of the weighing balance is necessary, as it must be moved by a small weight, as that of a few clover seeds. A large sample would require too much time and labor. For this reason only small samples are used by the government in making official tests of seeds, says F. H. Hillman, assistant botanist in the seed laboratory at Washington, in farmers bulletin No. 428.

A simple, efficient balance can be made by anyone familiar with the use of a few common tools. The construction is shown in the engraving herewith. Two pencils are notched half thru to rest on small blade of a knife. The trays, e, are of cardboard suspended by bent wires, their under sides as in h. A block, k, and cigar box cover, m, hold the knife in position. To show slight movements of the balance a darning needle is set in the top of the short pencil directly over the knife-edge and at right angles to the pencil. When properly balanced by shifting the wire staple, n, the end of the needle will rest directly under a pin driven into the triangular board.

In making seed tests we may use common BB shots for weights. This is because we wish to know only the comparative weights of the pure seed and of the foreign seed and other impurities in the sample. Thus if we test an amount of seed, balancing ten shots, and find that the weed seeds it contains just balance one shot, it is evident that one-tenth of the original seed, or 10 per cent, con-

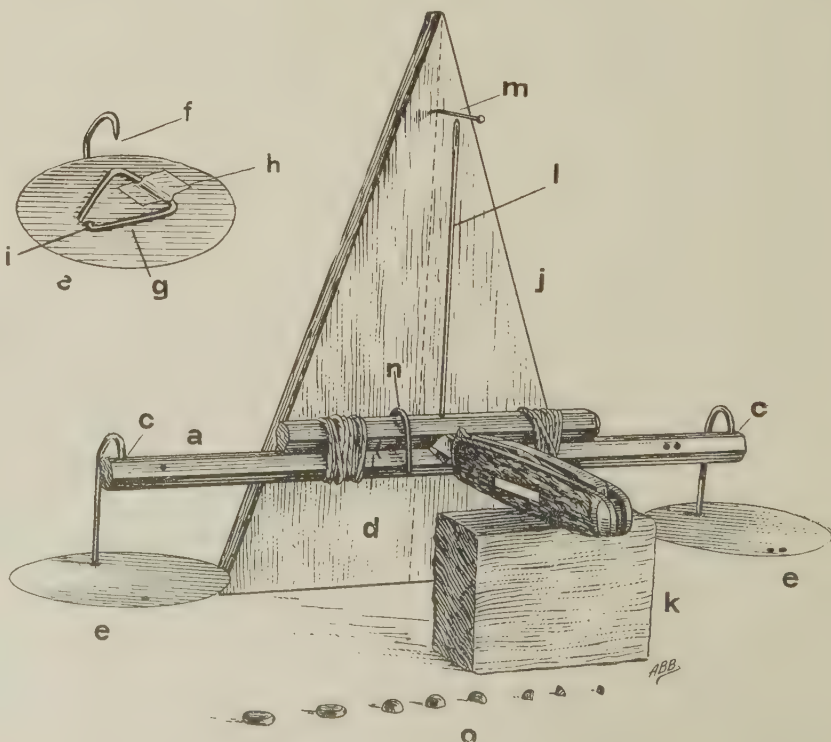
sists of impurities. In using a balance so sensitive as the one described a single BB shot is too heavy for use as the lightest weight. We need a weight to be balanced by only a few clover seeds at most. Very small shot is troublesome to handle and count, so we use the larger BB shots, flattening the whole ones to prevent them from rolling, and cutting some into halves, quarters, eights, and sixteenths. By careful selection according to weight a fairly uniform series as shown at O of whole and fractional shots can be provided. The weight of one-sixteenth shot is 1 per cent of the weight of $6\frac{1}{4}$ shots. So if we test a sample of seed balancing $6\frac{1}{4}$ shots any impurity balancing the $1/16$ shot weight represents 1 per cent of the sample tested. If the sample is twice as heavy, balancing $12\frac{1}{2}$ shots, the $1/16$ shot weight represents one-half of 1 per cent of the whole.

It is evident, therefore, that the means described enables one to determine the quantity of pure seed or of impurities in a sample to within 1 per cent or even one-half of 1 per cent of the true quantity. This is sufficiently close for the practical seed testing under discussion.

After the seed has been properly weighed it is separated into pure seed and foreign seed, by examination with a magnifier. Very coarse seed such as wheat, oats and flax can be picked out with an ordinary reading glass; but the grass seeds require a magnifier of higher power.

Seed is examined best in a white tray like the inside of the cover of a paste-board box.

A young Chinaman, Li Yu Yin, has opened an up-to-date factory at Les Valles, a suburb of Paris, to manufacture various foods from soya beans. He claims that every food the human system requires is contained in this bean. He studied it in the laboratories of Europe and then returned to China two years ago, where he obtained \$400,000 capital to start his factory.



Simple Seed Testing Balance. After Hillman, Farmers Bull 428, U. S. Dept. of Agriculture.

Grain Carriers

Latest reports show about 100,000 more freight cars in service than at the same time last year.

The organization of a national ass'n of transportation and traffic clubs is being considered, but as yet no official action has been taken.

Argument on the complaint by Omaha against the grain rates from the northwest to that market are being heard by the Interstate Commerce Commission.

After a conference of railroad presidents with the Interstate Commerce Commission Mar. 6 it was announced that every road in the west had agreed to cancel all increases in freight rates.

H. J. Hasenwinkle Co., Memphis, Tenn., has been granted \$269 reparation for overcharge on shipments of corn and oats from Omaha to Memphis, subsequently reshipped to Starkville, Miss.

Rate advances on grain and products, and seeds made by the Rock Island in common with other carriers in the northwest and west have been suspended by the Interstate Commerce Commission from Mar. 1 to July 1.

Justice Benton of the Supreme Court at Canandaigua, N. Y., recently awarded \$600 to Leslie G. Loomis, of Victor, N. Y., who had brought suit against the Lehigh Valley railroad for furnishing him with leaky cars in which to ship grain.

The St. Louis, Peoria & Western R. R. Co. has been incorporated to build a railroad from Peoria, Ill., south thru several counties to a connection with the Macoupin County Ry., near Girard. Some of the incorporators are interested in the C. & N.-W. Ry.

The new grain line of the Canadian Pacific between Georgian Bay and Montreal is to be completed for the harvest of 1911. The line will leave the company's main line to Toronto just west of Peterboro and extend to Victoria Harbor on the Georgian Bay.

In a recent hearing at Chattanooga, Tenn., before a special examiner of the Interstate Commerce Commission, evidence was introduced to show that grain could be shipped from Nashville thru Chattanooga to Alabama points for the same that shipments from Chattanooga cost despite the additional haul from Nashville.

Questions involved in the long and short haul clause of the recently amended commerce law will be heard by the Interstate Commerce Commission Mar. 20, when the commission will pass upon thirteen applications filed by transcontinental railroads for relief from the application of the clause to their rates to the Pacific coast.

Members of the Montreal Corn Exchange Ass'n met recently and after considerable discussion decided to favor the immediate construction of the New Well and canal because of the fact that the completion of the Erie canal is expected within five years and because of the great length of time required to finish the Georgian Bay canal.

Rule No. 9 of the new milling in transit rules, covering mixed shipments of transit and non-transit tonnage in the same car, is objected to by the millers, and at the recent meeting of the South-

western Millers League at Kansas City it was decided that a member should make up a test case in a formal complaint to the Interstate Commerce Commission.

Rates on grain from South Dakota to lake ports failed of adjustment by the conference of traffic representatives of the grain exchanges Feb. 27, as those present at the Minneapolis meeting failed to agree. Geo. H. Schroeder represented the Milwaukee Chamber of Commerce, W. M. Hopkins the Chicago Board of Trade, J. H. Barnes, Chas. MacDonald and G. R. Hall the Duluth Board of Trade; J. C. Andrews and W. P. Trickett, the Minneapolis Chamber of Commerce.

The traffic committee of the Superior Commercial club has been notified by the Interstate Commerce Commission that it will hold a hearing Mar. 20 for the purpose of taking testimony in regard to grain rates to Superior from territory to the southwest. The complaint will be made that rates now discriminate in favor of Minneapolis and Chicago. The alleged differential in favor of Minneapolis will be paid special attention and a large mass of evidence and information has been prepared.

The net revenues of a carrier have often an undoubted and important bearing upon the question of the reasonableness of its rates, but the fact that they are greater than the returns on ordinary business enterprise is not sufficient in itself to justify a finding that the rates are excessive. The value of the service and other factors that enter into the construction of rates must also be taken into consideration.—From decision of Interstate Commerce Commission in case of Iowa R. R. Com. v. I. C. R. R. Co.

G. P. Pugh, for the interstate commerce commission, held a hearing in Indianapolis recently to consider the complaint of shippers that the tariffs of the Illinois Central and the Big Four should be more equitably adjusted. Jas. O. Barr, who operates an elevator at Earl Park, Ind., testified that his firm was compelled to build another eltr. on the Chicago & Ind. Sou., where grain could be shipped to Chicago for 4½¢, while the main elevator only 3 miles away and located on the Big Four would be obliged to pay 7¢ to Chicago or ship to Cleveland.

I think that, taken altogether, reciprocity with Canada would be of great benefit to the grain dealer.—F. M. Slagle of F. M. Slagle & Co., Alton, Ia.

New Elevator at Greenwood, Neb.

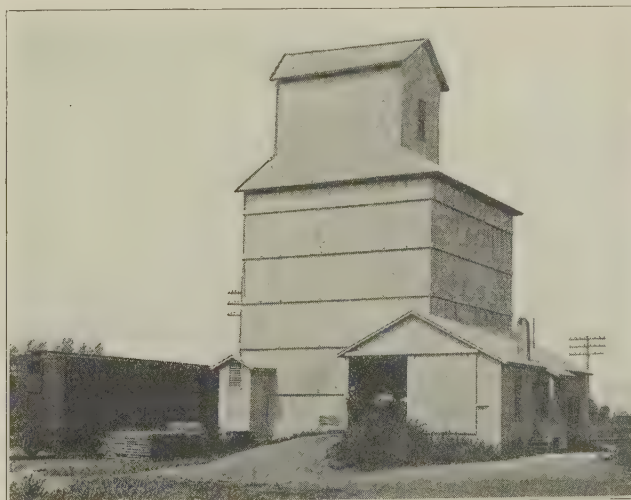
The prosperous town of Greenwood, Neb., is only about 30 miles Southwest from Omaha on the Burlington road. Here the volume of grain shipments profitably supported two elevators; but one burned, and not being rebuilt the farmers decided to erect the up-to-date house shown in the engraving herewith.

The elevator has a capacity of 25,000 bus., with good-sized office and engine room attached, all iron clad. Altho 1910 was an off year for crops in the northwest this house handled 260,000 bus. of wheat, corn and oats at a profit, an amount that will be doubled in a good year. The building was erected by G. H. Birchard. The house is operated by the Farmers Grain & Stock Co., with W. E. Pailing as manager.

We appreciate the field which the Grain Dealers Journal covers. We have never seen any papers to more thoroughly fill the bill.—Syracuse Milling Co., Syracuse, N. Y.

A new process of milling in which there is sprayed into the flour a small quantity of malt extract and ammonium phosphate has been put into practice by A. E. Humphries, a miller at Weybridge, Surrey, Eng., who was at one time pres. of the British Millers Ass'n. It is admitted that the process increases the size and improves the flavor of the loaf, besides making it more nutritious in mineral salts. The process will be introduced into America.

An Argentine sack of wheat weighing 155 lbs. is heavy and it takes two men to lift it and place it on the back of a third, who carries it to destination, drops it, and returns for another. The sacks are loaded on flat cars, covered with tarpaulins. Upon arrival at the terminal elevator, say at Buenos Aires or Rosario, six or seven men are assigned to each car to unload. Two throw the sacks of wheat to a third man at the open side of the car; one man holds the bag on end and another on the ground cuts the strings and the wheat drops into the hopper by gravity. The sack cutter does nothing else, the empty sack being thrown to another man who shakes it and lays it down. These men can unload four cars a day and the work cannot be done any cheaper without labor difficulties. The wheat is not cleaned until it reaches the terminals or is ready for milling or export.—John M. Turner, U. S. Commercial Agent.



New Elevator of Farmers Grain & Stock Co., at Greenwood, Neb.

Grain Trade News

ARKANSAS.

Little Rock, Ark.—The Darragh Warehouse Co. is planning to build a 40,000 to 50,000-bu. reinforced concrete eltr. to be equipped with up-to-date machinery. The company is composed of the brothers T. J., F. K. and T. A. Darragh and has been in business about five years. It deals in grain, hay, flour, meal and mill feed and has two warehouses with a storage capacity of 250 cars, also owns extensive holdings between the two spur tracks of the Rock Island and the Iron Mt. railroads, affording ample shipping facilities. They have not yet decided whether to build their eltr. high or spread it out as much as possible. It will be the second one in Arkansas built of reinforced concrete.

CALIFORNIA.

San Francisco, Cal.—The harbor commissioners have given the Globe Grain & Mill Co. a lease of premises on Section 3 of the sea wall for a grain eltr. to be erected by the lessee. The term of the lease is 77 months and the total rental of \$13,500 is to be met by the cost of erecting the eltr. W. E. Keller of the company was awarded a contract, Feb. 23 for building the eltr. at the same figure as the rental charged, which was paid in advance and turned into the harbor fund.

CANADA.

Winnipeg, Man.—During February 2,562 cars of spring wheat were inspected here compared with 3,329 inspected in February of last year.

Nokomis, Sask.—The eltr. of H. E. Bird burned in the morning of Feb. 25. It contained 17,000 bus. of grain, all of which was more or less damaged. Building and contents fully insured.

Winnipeg, Man.—The Grain Exchange has asked the Grain Growers Ass'n to appoint a committee for a joint conference on the shipment and marketing of grain of the Canadian Northwest.

Winnipeg, Man.—The Grain Exchange has passed resolutions condemning the proposed reciprocity now under consideration at Ottawa and Washington as "not in the best interests of Canada."

Ottawa, Ont.—The Mich. Central R. R. Co. will run a "Better Farming Special" train thru western Ontario for a couple of weeks, under the direction of the Department of Agriculture. Altho such trains have been a success in the states, this is the first attempt in Ontario.

Montreal, Que.—When the government appoints a commission to govern grain eltrs. the Montreal Board of Trade wants at least one member to be familiar with eastern grain trade conditions. At the Board of Trade council meeting, Feb. 22, it was decided to present this matter to the government.

Toronto, Ont.—The flour and grain section of the Toronto Board of Trade at its annual meeting last month elected D. O. Ellis, chrm.; G. T. Somers, vice pres.; F. G. Morley, sec'y-treas.; executive, C. B. Watts, C. W. Band, A. O. Hogg, John Carrick, Murray Brown, Jas. A. Richardson and J. N. Hay.

Fort William, Ont.—Two employees of the Empire Eltr. and two other men were recently caught stealing grain. Some 1,200 bus. of the wheat has been discovered in the basement of a house. One of the thieves said he was employed to help load the grain into bags at the eltr. at night. The reason given for the night work was that it was the only time it could be done owing to regular operations during the day.

Winnipeg, Man.—At a recent meeting of the board of directors of the Manitoba Grain Growers Ass'n in this city, the sec'y reported that he had forwarded to the minister of trade and commerce the resolution passed at the annual convention, in reference to terminal eltrs. and that dealing with the Hudson Bay Ry. to the minister of railways. In obedience to the resolution passed at the annual meeting, Messrs. Wright, Wood and McArthur were appointed a sub-committee to confer with the board of control of the Grain Growers' Grain Co. in regard to arrangements for handling farm produce co-operatively as grain is now handled by that company. This committee will request the Winnipeg Grain Exchange to reduce the commission for handling oats and barley.

Meaford, Ont.—In its suit against James Playfair of Midland, owner of the freight steamer Mount Stephen, for \$9,197 damages, the Meaford Eltr. Co. charges that while the steamer was tied up at the company's eltr. to unload grain one of the cables parted, causing the eltr. leg in the hold of the boat to be torn away, rendering the eltr. useless for the rest of the season. It alleges that the accident was due to the defendant's carelessness in failing to slacken the cable as the work progressed and the boat rose. The cost of repairing the eltr. is stated as \$1,500 and the company lost profits amounting to \$7,697 thru having to cancel contracts for handling 817,000 bus. of grain. The defendant claims that the accident was caused by circumstances beyond the control of himself or his servants, and that if any negligence existed it was on the part of the plaintiff or his workmen.

Regina, Sask.—The bill now under consideration by the Saskatchewan legislature to establish a line of co-operative internal eltrs., provides that the company shall not commence doing business until 25 local eltrs. are obtained, each one to be managed by five local shareholders whose powers are to be regulated by the company. Dividends of 6% annually and balance of profits up to 50% of remainder are to be distributed pro rata to shareholders of the company and the balance distributed in proportion to the business each shareholder brings to the company. The board of directors shall consist of nine shareholders elected for terms of one, two, and three years. They shall have power to reserve sufficient of the income to create a reserve fund. The government loan of 85% of the sum necessary to obtain the eltrs., shall be paid at the rate of 5% of the principal and interest annually.

Regina, Sask.—At the 10th annual convention of the Saskatchewan Grain Growers Ass'n in this city, Feb. 7-9, Sec'y F. W. Green reported nearly 10,000 paid-up memberships. F. J. Collyer of Welwyn advocated co-operative eltrs. and reported that during the present season the three eltrs. at Welwyn had taken in 200,000 bus. of grain, about three-fifths of which had gone thru the farmers' eltr. and not a single load over the loading platform. At the next station, just across the line in Manitoba, a government-owned eltr. had taken in 60,000 bus. of grain and 90,000 had gone over the platform. The advantages claimed for special binning thru the government scheme were just as available in any farmers' eltr. While considerable revenue had been anticipated from secondary storage, unvarying experience at the eltrs. had proven that improvement in transportation had removed this source of revenue. In Manitoba the government-owned eltrs. were exempt from taxation while private eltrs. paid taxes. This exemption would prove a serious loss to many small villages. George Langley, a

member of the Sask. Eltr. Commission, condemned the Manitoba scheme as failing to meet the needs of small farmers who must sell in wagon loads, as they had to bring their wheat in on certain fixed dates or they could not sell thru the government eltrs. The government had shown its confidence in the proposed law to create co-operative eltrs. by agreeing that if farmers would put up 15c out of every dollar needed it would loan the other 85c. The vote on this question was overwhelmingly in its favor.

Winnipeg, Man.—The first annual report of the Manitoba Eltr. Commission, recently made to the legislature of this province, states that 163 eltrs. have been purchased and out of 45 petitions for the erection of new eltrs., ten locations were selected and a new eltr. embodying all the requisites of a "special binning eltr." was erected at each of the ten points, at a cost of \$95,326.83. The purchased eltrs. and the expense of fitting them up amounted to \$814,710.40, the cost price varying from \$2,000 at Somerset to \$7,950 paid the Dow Cereal Co. at Crystal City. When grain deliveries began the eltrs. were opened, and ultimately 107 were in operation, handling up to Dec. 31, 3,354,100 bus. of grain. The net cost of maintenance for handling this grain was \$65,144.77, of which \$54,218.97 was charged to salaries and expenses of operation. The large sum of \$11,208.34 was paid out for car-lot adjustment shortages. Revenues amounted to \$60,494.54, leaving a deficit on operation of \$4,949.67, which does not include any interest on capital expenditure, or sinking fund for repayment. Of the revenues \$47,608.31 was storage collected, \$52.85 interest, and \$12,833.38 derived from "overages." Excluding eltrs. which returned no revenue whatever, the lowest receipts averaged from \$4.38 at the Binscarth Farmers Eltr. to \$12.25 at Dominion City. The larger returns varied from \$956.64 at one Shoal Lake eltr. to \$1,357.04 at Solsgrith. The expenditure on capital account for the eltrs. was \$929,730.85, less a balance in hand of \$325.36. Following its appointment in the latter part of last May, the commission immediately began operations and its report might indicate that the province has made a bad start in this business, as the total receipts to the end of 1910 did not pay for operation and maintenance without providing any interest on the large capital outlay, nor any allowance for depreciation; but considering this was the first year of the venture and that the crop in southern Manitoba was poor, good headway was made.

COLORADO.

Arriba, Colo.—We will build a 25,000-bu. up-to-date eltr.—Arriba Trading Co.

Milliken, Colo.—The Royal Mfg. & Eltr. Co. incorporated Feb. 27 by George A. Hodgson, pres.; David Roberts, vice pres. and general mgr.; R. M. Benton, sec'y-treas.; and George B. Lang and J. W. Haskett, directors; capital stock, \$250,000; will build a cereal and flour mill here on the D. L. & N. W. The plant will be owned largely by farmers in this vicinity and the company estimates that sufficient grain is grown in the tributary territory to maintain a mill of 500 bbls. daily capacity.

Denver, Colo.—Grain dealers of this city are endeavoring to have a grain exchange established here. E. B. Palmer, a grain and hay dealer, has presented the subject to the Chamber of Commerce and Pres. Chas. A. Johnson favors the appointment of a committee to investigate conditions. Mr. Palmer argued that as there is no grain exchange west of Omaha there is no way for western dealers to fix grades and adjust prices, and that the increase of grain production in this state and surrounding territory demands the development of the Denver market. As shipments often come in here short weighted or of mixed grades, hard to classify properly, the local dealers are unanimous in desiring the establishment of a grain exchange.

ILLINOIS.

Dwight, Ill.—Frank Gibbons has succeeded Austin Gibbons.

Harness, Ill.—John Weimar has equipped his eltr. with a 50-in. Safety Ball Bearing Manlift.

Galesburg, Ill.—I have been mgr. of the Farmers Galesburg Eltr. Co. since Feb. 1. —Ernest Larimer.

Petersburg, Ill.—The Five Point Grain Co. has increased its capital stock from \$5,000 to \$10,000.

Cooksville, Ill.—Robt. W. Leetch has succeeded James McMahon as mgr. of the Cooksville Grain Co.

Bismarck, Ill.—Young & Wood have equipped their three wagon dumps with Reliance Dump Wagons.

Parnell, Ill.—The Ike Livingston Grain Co., whose eltr. burned Feb. 11, has not yet decided about rebuilding.

Pana, Ill.—I have sold out to James A. Wright of Sullivan, Ill., who will take possession June 1.—F. S. White.

Shabbona, Ill.—Joe L. George has succeeded me as agt. for the Neola Eltr. Co. here.—Wm. Rusk, Davis Jct., Ill.

Greenwich sta., Kankakee p. o., Ill.—Bartlett, Frazier & Co. have succeeded the Risser-Rollins Co. at this station.

Cairo, Ill.—Former Sheriff Frank E. Davis has started in the grain and hay business and has his office in his own building.

Rockford, Ill.—A. L. Bartlett & Co. have had plans made for a fireproof eltr., on which they expect to start construction soon.

Horace, Ill.—A. L. Stanfield & Son intend to add four large dumps and coal sheds to their plant.—H. C. Mitchell, agt. A. L. S. & Son.

Hallock sta., Stockland p. o., Ill.—Wilbert Hawkins of Fowler, Ind., has purchased the 30,000-bu. eltr. here of the Heron-Patterson Co.; gasoline power.—S.

Peoria, Ill.—I bot Mr. Harwood's interest in the business of Arnold & Harwood in the latter part of January and the firm name is now F. W. Arnold & Co.—F. W. A.

Walker, Ill.—R. B. Andrew, a grain man of Macon, Ill., purchased the eltr. and two houses of the bankrupt George L. Hight Grain Co., at auction Feb. 23, for \$7,125.

Bonfield, Ill.—Frank Chester, who managed the eltr. for 26 years that Eugene Smith recently purchased from Risser & Rollins, will be succeeded by a son of the new owner.

Naples, Ill.—I am mgr. for the Smith-Hippen Co. at this station. R. R. Dronenberg succeeded me with the same company at Hennepin No. 2, Tampico p. o., Ill.—E. R. Simpson.

Davis Jct., Ill.—I have been transferred from Shabbona, Ill., to this station to relieve E. H. Cooper as agt. for the Neola Eltr. Co. He is now figuring on other business.—Wm. Rusk.

Ridge Farm, Ill.—The Farmers Eltr. Co. of Ridge Farm incorporated by Frank Jones, R. S. Blaes, and J. E. Castle to do a general grain, seed, feed, coal and lumber business; capital stock, \$12,000.

Litchfield, Ill.—Harry E. Saathoff, chief of police, has been elected mgr. for the Litchfield Farmers Grain & L. S. Co., to succeed H. S. Ball who has been with the company since its organization.

Clements sta., Franklin p. o., Ill.—The firm of Shirley & Ryan has dissolved partnership and M. G. Ryan will conduct the mercantile and I will continue the grain business at this station.—Jno. H. Shirley.

Rep. Hoffman has introduced a bill in the Illinois legislature providing for the appointment by the governor of a state highway commission of three members, and the extension of state aid for good roads.

Senator Clark introduced in the Illinois legislature the Chicago Board of Trade bill, which legalizes trading in futures. It

has been reported out favorably by the senate committee on judicial department and practice.

Gardner, Ill.—The recently organized farmers' company is building an eltr. on the C. & A., about half way between this place and Dwight. Edward M. Emmonds of Gardner, and Fred Gantzert of Dwight, are interested.

Cissna Park, Ill.—It has been erroneously reported that the Farmers Eltr. Co. has succeeded the Cissna Park Grain & Coal Co. We are a farmers company, but are continuing under the old name of the Cissna Park Grain & Coal Co.—Phil Kibler, mgr.

A bill introduced in the lower house of the Illinois legislature by Rep. English amends the R. R. and warehouse commission act to make the commission consist of three members, one to be elected for two years, one for four and one for six, beginning in Nov., 1912.

Macomb, Ill.—Scott Howard, who has been supt. of the county farm for several years, has bot an interest in the grain firm of Munson & Andrews and has moved here to engage in the business. He has a wide acquaintance among farmers that will be of value to the firm.

The house civil service committee of the Illinois legislature agreed, Mar. 8, on a comprehensive state-wide civil service bill which includes the essential features of the state commission's bill, the committee of seven's bill and the bill backed by the Civil Reform Ass'n of Illinois.

Danvers, Ill.—The Dry Grove Farmers Grain Co. incorporated by Edward C. Weinheimer, Ashby Utley and Charles F. Kaufman; capital stock, \$5,000. The company intends to build an eltr. along the line of the Big Four and the I. T. S. between here and Twin Grove.

Farmer City, Ill.—D. M. McGraw has resigned as grain buyer for the Ike Livingston Grain Co. at Parnell, Ill., and has taken the same position for P. D. Gettie & Co. at this station. The company operates four eltrs. on the I. C., one at Dewitt, one at Kumler, Ill., and two here.

Saunemin, Ill.—The safe in the eltr. of the Saunemin Farmers Eltr. Co. was blown open in the night of Feb. 22, and what money it contained, a lead dollar and a Lincoln penny, was taken, besides some business papers and books, also about \$3 from the money drawer which had not been put in the safe.

A proposed state law, Senate Bill 61, to make the conclusions and figures of the National Board of Fire Underwriters the basis of rates in Illinois and to lead to the appointment of a commission to supervise the application of its provisions and enforcement is being urged on the legislature by the insurance committee of the Ill. Manufacturers Ass'n.

The following have recently been admitted to membership in the Ill. Grain Dealers Ass'n: John V. Griggs & Son, St. Francisville; Holsen & Dorney, Mt. Carmel Eltr. Co., and the Bluff City Mill & Eltr. Co., Mt. Carmel; Horner Eltr. & Mill Co., Lawrenceville; Prunty & Helm Co., George P. Bowman & Son, Grayville; and S. M. Woodrow & Co., Crossville, Ill.—S. W. Strong, sec'y.

Hallsville, Ill.—J. Y. Chisholm, trustee in bankruptcy in the case of T. H. Pietsch & Co., sold their eltr. property at this station, Feb. 25, to H. C. Suttle for \$1,000, subject to the approval of the referee in bankruptcy. This eltr. burned recently and \$3,500 insurance was collected. The property had a \$3,000 mortgage on it. Mr. Pietsch's unsecured liabilities are alleged to be about \$20,000.

Springfield, Ill.—At the annual meeting of the Farmers Co-operative Eltr. Ass'n of Illinois, Mar. 8, Bert Ball, sec'y of the crop improvement committee of the Council of North American Grain Exchanges, made an address on co-operation in the grain improvement work in its broadest aspects which was heartily applauded. Resolutions against bucket-shops and against Canadian reciprocity were adopted.

Speaker Adkins has introduced in the Illinois legislature a bill which prohibits trade discrimination by selling commodities cheaper in one section of the state than in another, and provides a penalty of \$500 to \$5,000 fine for violation, and also revocation of corporation charter when guilt is affixed; and another bill providing for reform in methods of co-operative business firms and making necessary reports to the sec'y of state.

Lilly, Ill.—In the case of the Zorn Grain Co. vs. Harvey B. Harris of Mackinaw, the jury rendered a verdict for the defendant, Feb. 23, after being out half an hour. The company sued him for \$260, the difference in the price of grain at the time contracted for its delivery, and at the time it was delivered and alleged that delivery was not made within the specified time. Mr. Harris testified that he notified the agent here late in November that he was ready to deliver, but was advised to wait, as the agent did not consider the corn dry enough and said he would notify Mr. Harris by phone when he was ready for it, but failed to do so. Mr. Harris alleged also, that he was given to understand he could deliver the corn any time in December; and that when he sold he did not agree to a moisture test or grade.

Urbana, Ill.—The last reduction by the Illinois legislature of \$32,000 in the appropriation for the University of Illinois and the present plan of procedure is certain to cripple if not to destroy the college; and Eugene Davenport, dean of the University, has appealed to the public for support by beginning a campaign of publicity of the good work done by agricultural colleges in the different states. Altho having as many students as any other state the Illinois University is granted smaller funds than any other important college. For every dollar of state college funds in New York, Illinois has but 39 cents; and Minnesota is 60 per cent above Illinois. A number of professors in the Illinois University have gone to other states at salaries \$500 to \$1,000 above what the funds of the Illinois institution permitted.

CHICAGO NOTES.

CHICAGO CALLERS: A. Harris, Clinton, Ill.; B. Quamme, Winnebago, Ill.

H. D. Russell Co., incorporated, capital, \$10,000; incorporators: Homer D. Russell, David M. Kirton and William J. Candlish.

Albert W. Walker, for years one of the leading traders in the wheat pit and representing Bartlett-Frazier & Co., died Mar. 2, aged 45 yrs.

Joseph K. Davis, a member of the Board of Trade for 25 yrs., and who retired from the grain business about 3 yrs. ago, died Feb. 26 at the age of 75 yrs.

The Calumet Malting Co. will erect an eltr. of 500,000 bus. capacity of reinforced concrete construction, in connection with the plant of the Gottfried Brewing Co.

E. W. Kalb, who has charge of the foreign grain department of A. O. Slaughter, recently returned from a trip to all of the European centers of the grain trade, and upon landing in New York was married.

The inclusion of private eltr. stocks of grain and grain in store at Omaha and other points is being considered by the Chicago Board of Trade, with a view to making the report on the visible supply more comprehensive.

Edward G. Heeman, a broker on the Board of Trade for a number of years, has filed a voluntary petition in bankruptcy scheduling assets of \$125 and some clothing and liabilities of \$38,397.49. The failure is said to be due to the failure of the firm of John Dickinson & Co. some time ago.

The advisability of again attempting to raise the commission rates has again been the subject of recent discussion. It has been suggested that the rates to members be raised to \$3.75, and to non-members \$7.50, which is a compromise between those voted down some months ago, and the present rates.

Those who have applied recently for

membership upon the Board of Trade are Chas. W. Austin, Andrew Hazlehurst, Jr., and Edward L. Hitch. Memberships transferred are those of Henry H. Carr and Geo. W. McMullen. Memberships are selling at \$2,800 net to the buyer. This includes 1911 dues paid.

According to the report of Board of Trade Weighmaster Foss there were received at the local yards during February, 193 cars with leaks due to defective, weak and improperly installed grain doors; 121 cars leaking over grain doors; 470 leaking at sides; 199 at ends; 12 at kingbolts; 31 at drawbars, and 272 with miscellaneous leaks.

Teresa Cella, who sold fruit, candy and peanuts on the Board of Trade for many years, passed away recently, mourned by many members of the exchange. All of the big operators were her friends and patrons, and often they would console themselves after a heavy loss or celebrate a "killing" with an apple or a peach from Teresa's stand.

Considerable of low grade hay is here, and most of it has been lying around on team tracks for some time. Holders find it very difficult to move. Shipments of hay that will grade No. 2 or better ought to strike a good market. Spring work will soon be in full blast, which will mean light receipts for some time, as farmers will not bother with hay while that work is going on, no matter what the market is. Would avoid shipping damaged hay, as sales would only be a disappointment.—W. R. Mumford & Co.

Committees representing the railroads and shippers have given notice that they have failed to settle the controversy over the Illinois railroad and warehouse commission's order prescribing uniform switching rules and that the case would have to be settled in the courts, the roads contesting the jurisdiction of the Illinois Commission to prescribe uniform switching rules and rates. This order of the commission was enjoined two years ago by Judge Kohlsaat, after which the committees representing six railroads and the Chicago Association of Commerce, the Board of Trade and the Illinois Manufacturers' Association met, seeking to draw up a set of rules upon which an agreement could be had. Some of the roads would not agree, claiming that an advantage was given to the larger roads. A hearing upon the merits of the railroads' injunction will be held Apr. 3.

For re-sampling and re-inspection the grain committee of the Board of Trade and Chief Grain Inspector W. Scott Cowen on Mar. 3 made the following arrangement: Re-samples—In cases where a re-sample by the Board of Trade Sampling Department is found to show any material variation, compared with the sample furnished by the State, and an investigation becomes necessary, the State Inspection Department will appoint a representative to accompany the Board of Trade Sampling Department's representative to the car, and the two representatives will together re-sample the car, which re-sampling shall be accepted as final. Request for such special re-sampling must be made through the grain committee. Re-inspection—In cases where country shippers wire the State Inspection Department, requesting a re-inspection of cars shipped to this market, the State Inspection Department will proceed with such inspection, and will at the same time notify the consignee at Chicago that re-inspection is demanded by the shipper. If the consignee has meantime sold the car, he shall immediately notify the buyer of the intended re-inspection of the car.

INDIANA.

Roanoke, Ind.—A. Wasmuth & Son will issue \$30,000 of preferred stock.

Indianapolis, Ind.—The Indianapolis Eltr. Co. has decided to issue \$20,000 of preferred stock.

Indianapolis, Ind.—The Carey Jackson Grain Co. incorporated by W. J. and E. M. Riley and others; capital stock, \$10,000.

Freeland Park, Ind.—Wilbert Hawkins has purchased the 100,000-bu. plant of the Herron-Patterson Co.; steam power.—S.

Evansville, Ind.—W. H. Small & Co. are equipping their eltr. with three of the B. S. Constant Patented Chain Drag Feeders.

Parker, Ind.—I am no longer in the grain business; my successor is I. E. Hayes.—W. A. Feight, former proprietor Parker City Mills.

Evansville, Ind.—Fisher-Jennings Co. incorporated by N. E. Fisher, John R. Jennings and others, to sell grain; capital stock, \$10,000.

Wheatland, Ind.—The Farmers Union Co-op. Eltr. & Live Stock Ass'n, incorporated by Wm. H. Myers, Edward E. Shaw and Frank T. Thorn; capital stock, \$20,000.

Rob Roy sta., Attica p. o., Ind.—G. E. Foster of Attica, Ind., has purchased the eltr. of John T. Nixon at this station, to take possession Apr. 1, and give it his personal attention.—S.

The bill in the Indiana legislature, providing for inspection of grain in warehouses and making warehouse receipts negotiable, has passed the house and been sent to the senate.

Geneva, Ind.—The new town which will be established a few miles west of here will probably be called Pontherd, after F. G. Pontius and Nathan Shepherd of the Berne Grain & Hay Co.

Indianapolis, Ind.—I was elected sec'y of the Indiana Grain Dealers Ass'n Feb. 28, to succeed M. T. Dillen, who resigned after having served some years. I entered on my duties Mar. 1.—Chas. B. Riley.

Sharps sta., Yorktown p. o., Ind.—Woodbury, Elliott Grain Co. of Muncie, Ind., has purchased the eltr. here of E. T. Sharp. The deal was made last July, but the transfer was not made until in February.—S.

Free sta., Freeland Park p. o., Ind.—Wilbert Hawkins of Fowler, Ind., has purchased the 30,000-bu. eltr. at this station of the Herron-Patterson Co., which formerly belonged to John Grogan. It has gasoline power.—S.

Snowhill sta., Winchester p. o., Ind.—Goodrich Bros. Hay & Grain Co. is preparing to repair its eltr. here and make it into an up-to-date 20,000-bu. house. We already have a new Fairbanks Recording Beam Scale.—O. A. Study, mgr. G. Bros. H. & Grn. Co.

Fowler, Ind.—Wilbert Hawkins, who has purchased three eltrs. from the Herron-Patterson Co. at Freeland Park and Free, Ind. and Hallock sta., Stockland p. o., Ill. will take possession March 15, and have his headquarters here. The deal was made by J. D. Chancellor.

Mitchell, Ind.—The eltr. and mill of Matthews Bros. burned early in the morning of Mar. 2, with 4,000 bus. of wheat, 1,500 of corn, and a quantity of other grain and feed, \$12,000 insurance on buildings. The fire began in a barn, supposed to have been started by tramps. A high wind was blowing and the village has no fire protection.

At a night session Mar. 3 the Indiana senate passed an omnibus bill containing some measures for which the Shippers Ass'n has been working; the Myers bill, which provides that shippers of goods lost or damaged in transit may have redress from the carrier within 30 days, or may go into court with action against the company; the Lyon bill, which deals with joint freight rates; and the Wasmuth bill, regulating quotation of freight rates.

The Seidensticker bill has passed both houses of the Indiana legislature. It deals with the right of the state railroad commission to regulate freight rates. The present law allows the commission to take the initiative in fixing rates, but when a railroad refuses to put them in effect the commission is compelled to go into court to obtain an order. The Seidensticker bill, passed by the senate Mar. 3, puts the burden on the railroad company to go into court to get the commission's

order set aside, takes off the two-year limit to the life of an order, and allows the commission to determine the period for the life of its orders, and to rescind or modify any at any time.

IOWA.

De Witt, Ia.—John J. Fiala has sold his eltr.

Wever, Ia.—I have succeeded Mohnike Bros.—F. D. Mohnike.

Industry, Ia.—We will do considerable repairing and will install new machinery this spring.—Chas. S. Knudson, mgr. Farmers Eltr. Co.

Wellsburg, Ia.—The contract for the construction of a 25,000-bu. eltr. for J. Peters & Sons has been awarded to the Younglove Construction Co.

Winfield, Ia.—We have replaced our steam power with a large sized gasoline engine.—H. W. Van Dyke & Son, proprietors Winfield Eltr. & Mill.

Brayton, Ia.—E. Rothschild, traveling representative of the D. Rothschild Grain Co., has bot its eltr. at this station and will continue it under the same management.

Toledo, Ia.—The eltr. of the Wells-Hord Grain Co. burned Mar. 3 together with 15,000 bus. of oats and corn, the loss, \$6,700, being fully covered with insurance. The office and the coal sheds located only a few feet distant were saved. The company will rebuild.

Danville, Ia.—The eltr. of W. A. Hanna has been finished by the Younglove Construction Co. It is equipped with 1,500-bu. Avery Automatic Scales, a Victor corn sheller, a Barnard & Leas Sheller and a Manlift. The building is covered with galvanized iron and roofed with a composition roofing.

A bill was recently introduced into the Iowa legislature which provides that when grain dealers and railroads cannot agree over sites for eltrs. and grain warehouses or the terms, rents and conditions of the same, it shall be decided by the state board of railroad commissioners. Wherever public necessity warrants the erection of an eltr. the right of the commission to render such a decision shall be unquestioned. The dealers allege that they have suffered severely in this direction and believe that the passage of the bill will be of great benefit.

A bill has been introduced in the Iowa Legislature which has for its object the increase in scope of the work of the Agricultural Extension department of the State Colleges providing especially for the increase in the number of "short courses." It has been proven that the people favor the short course and that inadequate provision has been made along that line. A bill has also been introduced which provides for the creation of a state fire marshal and deputy fire marshal for the prevention of incendiarism. This will be of great aid to fire insurance companies who have been hampered rather than helped by the present laws.

KANSAS.

Price, Kan.—Studer Bros. have succeeded J. F. Lukert.

Wichita, Kan.—James Dobbs is planning to retire to his 3,400-acre farm in Barber County.

Voda sta., Wakeeny p. o., Kan.—A 20,000-bu. eltr. is under construction at this station.

Sylvia, Kan.—O. L. Lewis has been employed as mgr. for the Sylvia Grain & Supply Co. for another year at increased salary.

Pratt, Kan.—The Pratt Mill & Eltr. Co. will build concrete grain tanks.—J. J. Wall, mgr. Wall-Rogalsky Mfg. Co., McPherson, Kan.

Baldwin, Kan.—C. A. Liggett has succeeded us, the Raps-Blanchard Co., and we are not in the same business any more.—E. M. Raps.

Independence, Kan.—The total loss of the Independence Mlg. Co., by the fire that recently burned its eltr. and a quantity of grain, is estimated at \$60,000; only partly insured.

Topeka, Kan.—The eltr. of Forbes Bros. is again in operation, after having been closed nine months following the fire that caused a loss of \$26,000 to eltr. and machinery.

Wichita, Kan.—While in Kansas City, attending the convention of the Kansas Grain Dealers Ass'n. C. R. Allen of Wichita slipped on an icy pavement and suffered a concussion of the spine.

Fort Scott, Kan.—The Ft. Scott Grain & Implement Co., whose warehouse on the Frisco tracks was burned last summer, will soon start construction on another, a one-story brick, on the same site.

Winfield, Kan.—A fire that started in the pit destroyed part of the main wheat storage eltr. of the Ponca City M. & Eltr. Co. in the evening of Feb. 25, and about 9,000 bus. of wheat; loss, \$14,000, partly insured.

Wichita, Kan.—Wichita received during February 211,200 bus. of wheat, 192,500 of corn and 15,400 of oats and shipped 46,200 bus. of wheat, 72,690 of corn and 4,400 of oats.—Jas. H. Sherman, sec'y Board of Trade.

Englewood, Kan.—We have succeeded the J. M. George Grain Co. We purchased that eltr. and stock on hand, of which we took possession Jan. 15. We have added a mill and installed a new 15-h. p. engine.—R. E. Edmisson, Edmisson Bros. Grain Co.

The employers' liability and compensation act, now before the Kansas legislature, is causing eltr. men and millers some uneasiness, as it provides that an injured employee can recover damages ranging from \$1 to \$50 per day. An effort will be made to amend this section to read "not less than 75c or more than \$1.75 per day."

Kansas City, Kan.—D. R. Gorden, chief of the Kansas grain inspection department, has construed the new inspection and weighing law of Kansas to mean a charge of 1c per 1,000 pounds each, on actual weights, instead of a minimum based on the capacity of the cars. This is more acceptable to the grain trade generally, tho there is still considerable dissatisfaction with the law as a whole.—S. L.

Wichita, Kan.—Chas. A. Wallingford, representing Wallingford Bros. of Ashland, Kan., has bot the Board of Trade membership of the James Dobbs Grain Co., subject to ratification by the board of directors. E. M. Blue, who purchased a membership in the interest of the Protection Grain Co. of Protection, Kan., has been elected to active membership.—Jas. H. Sherman, sec'y and traffic mgr. Board of Trade.

The new weighing and inspection law recently passed by the Kansas legislature, immediately effective, has increased the charges against all grain going to the Kansas City, Mo., market that is handled on the Kansas side. It provides for a 1c per 1,000 lbs. inspection charge, and another cent per 1,000 lbs. weighing charge. On an average car, 1,200 bus., the Kansas charge for weighing and inspection in and out of an eltr. is \$1.08 higher than the Missouri charge. The changes in the Kansas fees were made to render the state grain inspection department self supporting, but the Missouri dealers allege that it will have the effect of diverting business away from the Kansas department to be handled on their side.

Wichita, Kan.—Plans are now being drawn for a 500,000-bu. terminal eltr. to cost from \$100,000 to \$125,000 and be erected by the Kaufman-Boyle Grain Co. on association tracks, where the company owns land, exact location not yet determined. Work will begin as soon as plans are completed, to get the eltr. finished to handle the next wheat crop. Altho this eltr. has been under consideration for some time, its construction was not decided upon until the recent rains relieved the crop situation and the Midland Valley R. R. Co. planned to enter Wichita. Elmer Boyle believes

that road will make this city a basing point for grain. The men interested in the proposed terminal eltr. are: H. Kaufman, who came to Wichita three years ago and with E. E. Boyle organized the Kaufman-Boyle Grain Co., and is now interested in the extension of a line of eltrs. on the Rock Island in western Kansas; E. E. Boyle; F. J. Stevens, who came here about nine years ago and organized the Stevens-Scott Grain Co., from which he retired three years ago; and A. S. Barr, who was connected with the Stevens-Scott Grain Co. until recently.

KENTUCKY.

Louisville, Ky.—The Board of Trade has adopted a resolution favoring the reciprocity treaty with Canada.

Louisville, Ky.—The Louisville Board of Trade inspection department has adopted the office method of inspection as in vogue in the Chicago market. The grain is inspected in the yards as heretofore, but before final determination of grades samples are taken to the office of the chief inspector in the Board of Trade bldg. and carefully gone over by him to verify the correctness of the inspection. The department is supplied with the latest improvements that enter into the inspection of grain.—H. H. B., Bingham-Hewett Grain Co.

LOUISIANA.

New Orleans, La.—Oscar Mathew, a negro employed in the grain eltr. at the Stuyvesant docks, fell into the grain chute recently and was smothered before the machinery could be stopped.

New Orleans, La.—The port commissioners of this city have issued their 14th report, giving statistics on the river traffic and summarizing the work of the past year in establishing the great system of public wharves.

MARYLAND.

BALTIMORE LETTER.

J. Collin Vincent has been elected chrm. of the laboratory committee, and also of the statistical committee of the Chamber of Commerce.

Paul G. L. Hilken has been elected to membership in the Chamber of Commerce. Certificate in the name of W. G. Atkinson (deceased) was transferred.—Jas. B. Hessong, sec'y.

Exports of grain from this port during February amounted to 1,822,567 bus., all of which, except 64,000 bus. consisted of corn. The largest part went to Germany, but much went to England and Scotland.—C.

The Public Service Commission of Maryland has set March 16 as the date for hearing the charges against the railroads at Baltimore by various trades bodies, of which the Baltimore Chamber of Commerce is one, that the intrastate switching rates are excessive.—C.

The committee which has had the Chamber of Commerce banquet in charge promises a high-class function today. Prominent railroad and transportation officials, the governor of Maryland, representatives of the state in congress, the mayor of the city and others will make addresses.

Wm. T. Childs, who has been connected for many years with the commercial freight department of the B. & O. R. R., and is highly regarded by members of the Chamber of Commerce with whom he has come in contact, has been promoted to the position of assistant chief clerk for Traffic Mgr. C. S. Wright.

After much discussion on the part of representative men of the city, a new Board of Trade has been organized at Baltimore, consisting of twenty-five or more business, commercial and industrial bodies of the city. The functions of the new organization shall be to consider all broad questions affecting commercial, industrial and legislative interests.—C.

Traffic Manager Sheridan, of the Chamber of Commerce, and John M. Dennis, pres. of Louis Muller Co., attended the hearing before the Interstate Commerce Commission in Indianapolis in the case of Van Natta Bros. v. the Big Four, pertaining to the rates on grain to the Atlantic seaboard when reshipped from Chicago. Baltimore is vitally interested.—C.

During February Baltimore received 202,389 bus. of wheat, 2,603,560 of corn, 294,187 of oats, 45,638 bus. of rye, and no barley; compared with 85,039 bus. of wheat, 3,055,460 of corn, 131,776 of oats, 40,365 of rye and 14,702 bus. of barley in the previous February. February shipments included 177,822 bus. of wheat, 2,171,829 of corn and 20 bus. of oats; against 64,000 bus. of wheat, 2,383,840 of corn and 180 bus. of oats shipped in Feb., 1910.—James B. Hessong, sec'y Chamber of Commerce.

MICHIGAN.

Cassopolis, Mich.—We have purchased the eltr. formerly operated by C. E. Carpenter.—Peck Mlg. & Coal Co.

Battle Creek, Mich.—The loss on the fire at the Quaker Oats plant was exceedingly heavy, amounting to 90% of the insurance carried.

Gagetown, Mich.—The Gagetown Grain Co. is now operated by Frutchey & Sons of Cass City, Mich.—Robt. Young, formerly mgr. Gagetown Eltr. Co.

Stockbridge, Mich.—C. L. Bowdish, formerly mgr. of the Stockbridge Eltr. Co. at Potterville, has taken charge of the same company's house here, succeeding F. G. Marshall.

Grand Ledge, Mich.—Miss Iva Johnson, employed in the eltr. of W. L. Ireland & Co., broke her collarbone recently when she fell from a plank leading from the eltr. to the bean room.

Avon, Mich.—Frank Schmidt will build a 15,000-bu. cribbed eltr. with office in connection. It will consist of one stand of legs and contain a 4-h.p. gasoline engine. The Burrell Engineering & Construction Co. has the contract.

Tekonsha, Mich.—The Tekonsha Grain Co. has been dissolved but I continue to buy corn, oats, rye and clover seed. No rye was shipped out of this station this year and all of the wheat is used by local mills. Our eltr. has been closed the past year.—W. B. Abrams, formerly of the Tekonsha Grain Co.

MINNESOTA.

Reno, Minn.—Farmers are considering organizing an eltr. company.

New Prairie sta., Cyrus p. o., Minn.—Farmers are planning to build an eltr.

Hanley Falls, Minn.—Farmers in this vicinity are considering building an eltr.

Clarkfield, Minn.—Farmers have decided to organize a company to build a concrete eltr.

Duluth, Minn.—Nelson & Peterson have received a permit to erect a grain eltr. to cost \$8,000.

Canby, Minn.—The eltr. of the Farmers Eltr. & Supply Co. was recently slightly damaged by fire.

St. Paul, Minn.—M. B. Huffman, a grain broker in St. Paul from 1885 to 1887, died recently in Excelsior Springs, Mo.

Le Sueur, Minn.—I am no longer in the grain business.—C. F. Bast, former agt. Atlantic Eltr. Co., Lintonville, Minn.

Renville, Minn.—The Farmers Eltr. Co. has installed a Safety Ball Bearing Manlift manufactured by the B. S. Constant Co.

Morgan, Minn.—Caspar Green and son have retained H. G. Eaton as mgr. for the eltr. they recently purchased from the Sleepy Eye Mlg. Co.

St. Clair, Minn.—The Hunting Eltr. Co. is considering enlarging its eltr. to give it a capacity of 15,000 bus.; work to begin as soon as weather permits.

Maple Lake, Minn.—Daniel Coonan of Minneapolis has succeeded T. P. McAlpin, resigned, as agt. at this station for the Osborne-McMillan Eltr. Co.

The Cashman bill, S. F. 5, providing for a distance tariff on all railroads operating in Minnesota, was defeated in the Minnesota senate, Feb. 24, by a vote of 29 to 32.

Faribault, Minn.—The eltr. of B. F. Orr, adjoining Gt. Western tracks, burned shortly before midnight of Feb. 23; loss on building, \$5,000, insured for \$3,500; grain loss, \$2,000, insurance \$1,500.

Senator Sageng's bill, S. F. 522, amending the laws of 1905 relating to grain inspection boards, has been referred to the Minnesota senate's grain and warehouse committee.

Rice Lake, Dodge Center p. o., Minn.—The Osceola M. & Eltr. Co. of Osceola, Wis., has leased the eltr. here of the Equity Produce Co. for one year with privilege of renewal.

Duluth, Minn.—During February the name of E. E. Mitchell of Minneapolis was added to the membership of the Duluth Board of Trade and that of C. E. Burgess of Devils Lake, N. D., withdrawn.

Farwell, Minn.—The Farwell Farmers Eltr. Co. incorporated by J. E. Anderson, Ed. Homstad, Herman Peterson and others; capital stock, \$10,000; has bot the house of the Osborne-McMillan Eltr. Co. for \$4,800.

Robert C. Dunn's bill extending the term of office of the state railway and warehouse commissioners to six years and increasing their salaries to \$4,500 has been recommended to the Minnesota house of representatives for passage.

Roseau, Minn.—Axel and J. W. Johnson, E. S. Oie, Charles Richardson, Andrew Larson, E. J. Backlund, C. E. Brandt, N. E. Wold, Oluf Efsen and Jalmar Nord have been appointed a committee to organize a farmers' eltr. company.

The Minnesota senate has passed the Odell bill providing for the adjustment of milling-in-transit credits when grain is destroyed by fire or other casualty while in a mill or eltr., the original rates will be good from some other eltr.

Kragness, Minn.—Farmers have organized an eltr. company to buy out one of the companies already operating here or build a new eltr.; capital stock, \$20,000. Charles Brendenmuhl, Jr., is chrm.; John Holte, sec'y, both of Kragness.

Dover, Minn.—The Cargill Eltr. Co. will enlarge its coal storage at this point and may also build a feed house this summer to be ready for the fall business. The Western Eltr. Co. now handles flour and feed here.—C. W. Gleason, agt. Cargill Eltr. Co.

Nicollet, Minn.—Farmers have organized a company to be known as the Nicollet Co-op. Exchange Co., to buy and sell grain, coal and other things; capital stock, \$10,000. Among those interested are J. C. Burns of Nicollet, Louis Schaefer of Grandy and Oscar Swenson and A. P. Anderson of New Sweden, Nicollet p. o.

Two bills, H. F. 589 amending section 2729, revised laws, relating to weights and measures, to require certificates of weights; and H. F. 617, creating a department of weights and measures under jurisdiction of the state railway and warehouse commission, both introduced in the Minnesota house of representatives by Mr. Nash, have been referred to the committee on general legislation.

Duluth, Minn.—Receipts of wheat at Duluth during February amounted to 1,207,789 bus., 510,266 of corn, 153,843 of oats, 27,735 of barley and 7,629 of rye compared with 1,292,206 of wheat, no corn, 872,300 of oats, 459,795 of barley and 35,236 of rye received in February, 1910. Shipments during the month amounted to 99,672 bus. of wheat, 51 of corn, 34,105 of oats, 228,217 of barley and 35,236 of rye compared with 13,660 of wheat, no corn, 56,878 of oats, 451,604 of barley and 948 of rye shipped in February, 1910.—Chas. F. Macdonald, sec'y Board of Trade.

The railroad committee of the Minnesota senate decided Feb. 28 to make a favorable report on T. E. Cashman's joint-rate bill introduced as a companion measure to the distance tariff, but not necessarily going with it. This bill empowers the railroad commission to order in joint rates where shipments are to be made over connecting lines, on a basis of 80 per cent of the sum of the local rates. Senator Cashman introduced this bill in the senate Mar. 2, embodying the technical amendments suggested by the railroad committee. His bill now gives the state R. R. commission authority to enforce the law and carriers are not required to exchange freight with another carrier reaching a common point, unless the railroad commission thinks it necessary in order to obtain the best service and a reasonable rate.

A bill introduced in the Minnesota house by Representative Frank Crane, H. F. 774, is identical with that introduced in the senate by Senator Charles H. Klein, and recommended for passage Mar. 2 by the senate committee on railroads. It provides regulations for the filing of claims against railway companies for overcharges and for their settlement. Railway companies that have made overcharges because of wrong rating must refund the overcharge within 60 days if the account is intrastate or within 90 days if interstate and this refund must be made regardless of whether a claim for it has been made by the shipper. In case the railroad company does not voluntarily refund the overcharge and the claimant sues and recovers the full amount, he is allowed \$25 for attorney's fees, which the company must pay and also interest on the amount from the time the claim is filed. In case the claim is disallowed by the court, or the full amount is not allowed, the claimant is allowed nothing for attorney fees.

Senator A. L. Hanson introduced two bills in the Minnesota legislature, Mar. 2, affecting the handling of grain in Minneapolis and Duluth: S. F. 529 changes the titles of the Minneapolis and Duluth grain inspection boards to "boards of grain appeals at Minneapolis and Duluth." S. F. 531 amends Section 2062, revised laws, to provide for the annual meeting of the grain inspection boards by adding the following: "At the annual meeting of each of said boards they shall determine both the grade and dockage of all grain in all cases where appeals from the decisions of the chief deputy inspector have been taken, and for such purposes they may request fresh samples of such grain to be furnished direct to the board having the case under consideration. They shall also render assistance and advice to the chief inspectors of grain under their jurisdiction in accordance with the decisions and the work of the board." Both have been referred to the house committee on grain and warehouse and have had a second reading as H. F. 663 and 664.

The Mnpls. & St. Louis schedule for the good seed special, Mar. 6-8, included 40-minute stops at Arlington, Gaylord, Lafayette, Klossner, Hanska, La Salle, Ormsby, Monterey, Sherburn and Winthrop the first day; Mar. 7, Gibbon, Fairfax, Franklin, Morton, Redwood, Delhi, Belview, Echo, Wood Lake, Hancock Falls and Madison; Mar. 8, Marietta, Dawson, Boyd, Clarkfield, Hazel Run and Waconia. All except the evening talks were given at the station in coaches attached to the train. Much enthusiasm was displayed over the visit of the special with farmers in the audiences who had traveled nearly twenty miles to listen to the lectures and to receive bulletins on crop conditions. Many were quick to ask questions regarding the selection of seed and the proper preparation of the soil before planting. Results of tests of good and bad seed were told, simple tests for germination suggested and the use of the fanning mill recommended. The fine results which attend the preparation of good seed beds were explained and the most improved methods of eliminating the damage from smut and other crop diseases. Good seed specials were also run over the lines of the Northern Pacific, the Milwaukee, the Soo Line and the Omaha.

MINNEAPOLIS LETTER.

George A. Duvigneaud, the Minneapolis grain man who died Jan. 31, left an estate valued at \$60,000, to his widow.

The report in this column, Feb. 25, that we are moving into the Chamber of Commerce is misleading, as we have been in business in the old Chamber of Commerce for the last 16 years, and are now moving into the new building.—H. L. Hankinson & Co.

The Van Camp grain door for freight cars, the invention of O. Van Camp of St. Thomas, N. D., was demonstrated to railroad representatives, Feb. 27, when a car of wheat was unloaded, its third demonstration in this city. It is reported that some of the roads will use the door on their new cars.

Sherman R. Norris, indicted more than two years ago in connection with the operation of a company in which he acted as an agent for investment of money in grain speculation, will face trial in the district court Mar. 13, on a grand larceny charge. His attorney alleged that the case had had more than 20 continuances and Norris demanded trial at once.

A fire in the malthouse of the Minneapolis Malt & Grain Co., Feb. 25, caused a damage of about \$25,000 to building and stock. Passersby observed flames thru the windows of the third floor about 3 o'clock in the morning. The roof was burned off, but the fire was kept from spreading to the lower floors. The building is fireproof, of concrete reinforced with steel.

Opposing an increase in the bushel tax on grain in eltrs., three members of the Minneapolis Chamber of Commerce, C. A. Magnuson, C. E. Thayer and A. Harrington representing the Chamber, and Henry Feig, inspector of country eltrs., and representing those interests, joined in a hearing Mar. 1, before the house committee on grain and warehouse of the Minnesota legislature. They alleged that the grain trade is bearing all burdens possible and that an increase only is possible by adding to the price of grain, a risky proposition that will seriously injure the grain business. The John G. Lennon bill now before the house proposes to increase the tax on wheat and flaxseed from one-quarter of a mill per bushel to one mill, and on coarse grain from one-eighth of a mill to a half mill.

George S. Loftus of the Loftus-Hubbard Co., who had much to do with framing the reciprocal demurrage bill, and worked for its passage, considers that "any denunciation of the law, like that of C. R. Rank in his address before the St. Paul Hay and Grain Board of Trade, Feb. 18, when he complained that the railroads had collected \$160,000 demurrage and the shippers only \$23 in 1909 and 1910, can only be attributed to ignorance, as every shipper knows that the law has accomplished its prime purpose of insuring a fair and equal distribution of freight cars, not to force the roads to refund money to shippers. The law has made the roads fill orders for cars in the order they are received. Before it was passed the roads used to discriminate in favor of competitive points and the larger shippers, to the disadvantage of the local points and the smaller shippers. The manner of car distribution was optional with the roads.

MISSOURI.

Clifton Hill, Mo.—Griffin & Blake are installing an Avery Automatic Scale.

St. Joseph, Mo.—F. Frederick, who was recently elected sec'y of the Board of Trade, has been identified with the grain trade of St. Joseph since 1889, at which time he became connected with the Gregg Grain Co., and of which he is now manager.

St. Joseph, Mo.—The St. Joseph Hay & Feed Co. was incorporated Feb. 18, taking over the warehouse and equipment of the defunct concern. J. W. Edwards is vice pres.; H. L. Dannen, sec'y-treas. The former was in the grain business at Hop-

kins, Mo., and the latter with T. P. Gordon several months.—H. L. Dannen.

St. Joseph, Mo.—Ira S. Schreiber has advised all of the customers of the St. Joseph Hay & Feed Co. that he will not be responsible for any contracts or debts made by any new firm operating under the name of the St. Joseph Hay & Feed Co., and that the company disposed of its warehouse and belongings Feb. 1 and the partnership, which was between Ira S. Schreiber and T. P. Gordon, was dissolved. After the business closed some parties of whom I know little, incorporated under the name St. Joseph Hay & Feed Co.; but they have no connection whatever with the old firm, and neither are they successors of the old firm. I was formerly with the St. Joseph Hay & Feed Co., and am now mgr. of the Schreiber Hay & Grain Co. Our warehouse is on the Burlington.—E. F. Schreiber.

KANSAS CITY LETTER.

R. J. House & Co., have equipped their Dixie Mill with a 100-ton track scale.

The A. J. Poor Grain Co. is the successor of the Kansas City Grain & Seed Co. Mr. Reynolds, pres. of the old company, died 4 years ago.

The Nelson Grain Co. has acquired a lot on the Belt Line tracks and will erect a three-story grain mill and hay warehouse, the structure costing \$87,000.

As a result of an operation for peritonitis, Mrs. Philip F. Cary died Sunday night, and was buried March 7. Mr. Cary is president of the Roehen-Cary Grain Co.

Otto Swaller, for many years a member of the Standard Grain & Milling Company here, now a miller at Hays, Kans., has sold his Board of Trade membership to T. J. Myers of Topeka, Kan.

Owing to the light receipts of the past two weeks elevator stocks here have substantially decreased. Last week's falling off was ¼ million bushels, and the total now is little more than 4 million.

A cable from E. O. Moffatt, who is touring South America, at Buenos Aires a few days ago, said: "Wheat market is affected by speculative buying. The effect of increased crop estimates will be felt later."

A re-hearing has been asked of the wheat adulteration case, which involved the shipment by the Hall-Baker Grain Co. of a car of No. 2 red wheat to Texas. Should the re-hearing be refused an appeal will be taken.

James E. Seaver, who managed the Midland Eltr. Co. for the last 12 years, has resigned. Peavey & Co., who operate the Midland Eltr. Co. have been gradually withdrawing from the line eltr. business, following the example set by many other of the old line companies.

Arrangements have been made for the renewal of the lease of the Board of Trade bldg. for a term of 5 years, dating from July 1. The building will be generally remodeled and improved. Firms will have the privilege of retaining their present offices if they desire; but after Aug. 1 offices unoccupied will be leased to non-members of the Board of Trade.

During February, Kansas City received 1,170,000 bus. of wheat, 1,218,000 of corn, 431,800 of oats, 3,300 of rye, 40,600 of barley and 10,050,000 lbs. of kafir corn; compared with 2,319,900 bus. of wheat, 2,945,150 of corn, 465,000 of oats, 8,800 of rye, 75,900 of barley and 7,000,000 lbs. of kafir corn received in February, 1910. Shipments during the month were 1,165,200 bus. of wheat, 1,134,000 of corn, 380,800 of oats, 39,200 of barley and 10,500,000 lbs. of kafir corn, compared with 1,477,600 bus. of wheat, 1,422,550 of corn, 394,500 of oats, 3,300 of rye and 41,800 of barley in February, 1910.—E. D. Bigelow, sec'y Board of Trade.

Beginning March 20, members of the Kansas City Board of Trade and the St. Louis Merchants' Exchange must pay a tax of 25c on each individual trade in futures between members, regardless of the size of the transaction. This agree-

ment was made at a conference with Attorney General Major of Missouri and State Auditor Gordon at the local board here, Tuesday, March 7. F. J. Ballard and Nat. L. Moffitt were here in behalf of the St. Louis Exchange, while C. P. Moss and Geo. H. Davis, with Attorney Frank Hagerman, represented Kansas City. At present, it is the custom to combine all trades of one day with each member and pay one tax on such combination. Under this system about \$40,000 is now due the state from the Kansas City board, and \$22,000 from the St. Louis exchange. The new plan will increase the state's revenue materially and increase commission men's expenses correspondingly.

ST. LOUIS LETTER.

J. A. H. Chisholm, formerly connected with J. W. Booth & Co., and who recently formed a partnership with Geo. Siemers, died Feb. 21, after a short illness.

Members admitted to the Merchants Exchange during February are: Castleman Coen, representing E. W. Wagner & Co., of Chicago; Eugene J. Savoie, St. Louis, and Albert Rothschild, representing the S. S. Carlisle Commission Co., by transfer from Eric C. Machette, John W. Noble and C. H. Kreigh.

The members of the Merchants Exchange on Mar. 9 voted the substantial contribution of \$750 to the crop improvement work of the Council of North American Grain Exchanges, which is now being vigorously promoted by Bert Ball, as sec'y of the committee, who until recently was manager of the publicity department of the Merchants Exchange.

The rule to abolish destination weights on grain shipped to this market was presented to a vote of the membership of the exchange on Feb. 28, and rejected by a vote of 312 for, to 269 against. The rule needed 386 votes, or two-thirds of the total. The millers were most active against the rule arguing that they did not want to be forced to put grain thru the eltrs by a mandatory rule.

Emil W. Gessler has been chosen by the organization committee of the Merchants Exchange Clearing House to manage the new system of clearing trades. Mr. Gessler's long experience in dealing in futures has served to fit him for his new office. He will receive a salary of \$2,500 per year. J. Harry Watson, who is also well posted in speculative trading, has been appointed assistant mgr. Mr. Gessler spent some time studying the methods of the Kansas City Board of Trade clearing-house recently.

Sec'y Morgan has turned over \$17,000 to the state, which had accumulated pending the settlement of the bill which provides for a tax on every transaction in "futures." Many firms who did not pay the tax pending the final decision will be called upon to settle up promptly. A special meeting of the directors of the exchange was held recently to decide upon a uniform plan under the new conditions. The stamps will be issued by the state, being similar to postage stamps, and put up in book form in amounts running from \$1 to \$25.

During February, St. Louis received 1,083,500 bus. of wheat, 1,810,000 bus. and 1,756 sacks of corn, 1,596,300 bus. and 566 sacks of oats, 9,900 bus. of rye and 231,000 bus. of barley; compared with 982,000 bus. and 9,640 sacks of wheat, 2,258,300 bus. and 2,412 sacks of corn, 1,900,800 bus. of oats, 28,000 bus. of rye and 305,500 bus. of barley in February, 1910. Shipments during the month amounted to 1,001,350 bus. and 1,200 sacks of wheat, 1,263,590 bus. and 18,620 sacks of corn, 1,007,720 bus. and 26,280 sacks of oats, 17,780 bus. of rye and 15,890 bus. of barley, compared with 1,271,620 bus. and 16,220 sacks of wheat, 1,707,760 bus. and 29,410 sacks of corn, 1,376,510 bus. and 33,420 sacks of oats, 31,090 bus. of rye and 5,930 bus. of barley shipped during February, 1910.—Geo. H. Morgan, sec'y Merchants Exchange.

MONTANA.

Inverness, Mont.—C. E. Watson, auditor of the St. Anthony & Dak. Eltr. Co. was here recently and selected a site upon which his company will erect an eltr.

NEBRASKA.

Heartwell, Neb.—I am now located here as mgr. for Frank Real & Co.—F. W. Hoobler.

Red Willow, Neb.—Wm. McCallum has closed his eltr.—C. E. Stockey, Indianola, Neb.

Elkhorn, Neb.—We have installed a new wagon scale and engine.—Robert W. Jark, agt. Omaha Eltr. Co.

Dodge, Neb.—Farmers have subscribed \$5,000 toward the organization of the Farmers Grain & Stock Co.

Deweese, Neb.—Beck & Woods have sold the site of their burned eltr. to the Foster Grain Co., which will erect an eltr. in the near future.

Thayer, Neb.—The eltr. of Peter Ehlers is fast approaching completion. The machinery and equipment will be furnished by the York Foundry & Engine Works.

Axtell, Neb.—Jas. Johnson, who has been mgr. for the Axtell Gr. & L. S. Co. for over 6 yrs., has been succeeded by Axel Carlson. Mr. Johnson will manage the eltr. of the Crete Mills.

Verona, Neb.—Murty Bros. have sold their eltr. to Aspergreen & Strand of Saronville, Neb. Murty Bros. will go to Geneva, Neb., where they will engage in the lumber business.

Kearney, Neb.—The Kearney Alfalfa Meal Co. has incorporated with a capital stock of \$10,000, issued in shares of \$100 each. E. D. Gould and L. B. Walmer have been admitted to partnership with A. A. Scoutt.

OMAHA LETTER.

Those admitted to membership in the Grain Exchange during February are R. W. Taylor and W. F. Dawson. Memberships sold were those of W. H. Chambers and Geo. H. Lyons.

The Huntley Commission Co. has opened its offices in the Brandeis bldg. and will do a general grain commission business. The firm will operate three eltrs. in Lincoln, Neb., and in other Nebraska cities.

The Updike Grain Co., which for years has had its offices in the Bee building, will move April 1 to the Omaha National Bank bldg., where it has leased half of the second floor, comprising 4,000 ft. of floor space.

Switching facilities of Merriam & Millard have been greatly improved by the construction of an additional switch. This will enable the firm to load and unload at the same time. A car puller has been also installed.

The Ewart Grain Co. has brot suit against James Candy for \$276.62, asserting that in July, 1909, it received from the defendant 3 cars of corn with instructions to store until the market price advanced. It is alleged that after the price advanced and the grain was sold the defendant drew upon the plaintiff for \$2,000, while the grain brot only \$1,833.84. It is said that part of the difference was paid, but that the plaintiff asks judgment for the remainder.

Receipts of grain at Omaha during February amounted to 417,600 bus. of wheat, 1,017,600 of corn, 533,800 of oats, 9,900 of rye and 281,400 of barley, compared with 735,600 of wheat, 2,997,500 of corn, 1,153,600 of oats, 32,000 of rye and 50,000 of barley received during the corresponding month of 1910. Shipments during the month were 380,000 bus. of wheat, 1,305,000 of corn, 984,000 of oats, 10,000 of rye and 62,000 of barley; compared with 414,000 of wheat, 2,503,000 of corn, 898,500 of oats, 21,000 of rye and 32,000 of barley shipped during February, 1910.—F. P. Manchester, sec'y Grain Exchange.

NEW ENGLAND.

Boston, Mass.—Jas. E. Southworth has filed a petition in bankruptcy scheduling liabilities of \$3,311 and no assets.

Bangor, Me.—The H. F. Bailey Co., which is in business at Oldtown, Milo and Pittsfield, has been succeeded by the Eastern Grain Co.

NEW JERSEY.

Plainfield, N. J.—A. J. Smalley is erecting an eltr.

NEW YORK.

Grand Island, N. Y.—Charles Kennedy & Co., incorporated to deal in grain, capital stock, \$100,000; incorporators: C. Kennedy and A. B. Black, Buffalo.

Elmira, N. Y.—C. S. Starr, the successor of W. T. Coleman, has given up his retail feed store and will devote his time to his mill, which was enlarged and improved recently.

Oneonta, N. Y.—The cases of Henry C. Palmer and Gibson Oliver, indicted in connection with the failure of Durant & Elmore, will be heard this month in the Supreme Court.

New York, N. Y.—The board of managers of the Produce Exchange has adopted a resolution prohibiting members from representing the Dewey Bros. Co., of Blanchester, O., on the floor of the exchange.

New York, N. Y.—Frank Rogers Hoyt, who was for many years engaged in the grain business of this city with his uncle, Jesse Hoyt, died Feb. 25 in Plainfield, N. J., at the age of 51 yrs., from a stroke of paralysis.

Ogdensburg, N. Y.—The contract for the machinery equipment of the 500,000-bu. eltr. being built for the Ogdensburg Terminal Co. has been awarded to the Webster Mfg. Co. This includes belt conveyors, sheet-iron work, eltr. buckets and marine leg.

BUFFALO LETTER.

H. T. Kneeland, formerly treas., has been elected pres. of the Electric Mfg. Co., following the resignation of H. M. Barker.

A new contract has been entered into by the Spencer Kellogg & Sons, with the Monarch Engineering Co., to complete their eltr., which was partially erected by another builder.

At a recent meeting held here by eltr. operators, it was decided to make a general charge of $\frac{1}{2}$ c per bu. for the elevation of grain. The state law allows a charge of $\frac{5}{8}$ c per bu.

The Western Elevating Ass'n has been reorganized and will include all of the harbor eltrs. H. D. Waters has been elected pres.; H. T. Kneeland, vice-pres., and P. G. Cook, sec'y-treas.

Whitney & Gibson have engaged additional space in the Chamber of Commerce bldg., and have secured the services of H. H. Richardson, formerly of the Electric Eltr. & Mfg. Co.

We have completed our plant here and have increased the capacity 50%, and are now in full operation. It is one of the finest equipped mills in the country. A. E. Baxter Engineering & Appraisal Co. had the contract.—M. Purcell, Buffalo Cereal Co.

A carload of corn which has been in the possession of the Erie Railroad since Mar. 13, 1909, has at last been sold "as is." This has been loaded into eltrs. and unloaded twice during the past 2 years. The delay was caused by the failure of the owner to give shipping orders.

The 250,000-bu. eltr. of the Globe Eltr. Co., which has been built to replace their eltr., which was burned last year, is now in full operation, and it is that that the mill, with a grinding capacity of 20,000 bus. per day will be completed by April 1. The company has increased its capital stock from \$25,000 to \$100,000.

Our trade has been pretty well disturbed on account of reciprocity agitation. Millers are buying very slowly and cautiously pending the outcome of the treaty. We ourselves would like very much to see this treaty ratified for the reason that it will put our millers on an international price basis and enable them also to obtain a better quality of hard spring winter wheat than now used.—Whitcomb & Root.

NORTH DAKOTA.

Lehr, N. D.—I will install a cleaner.—Jacob H. Jenner.

Hurdsfield, N. D.—The Farmers Eltr. Co. is rapidly filling up its subscription list.

Alfred, N. D.—The Alfred Farmers Eltr. Co. eltr. burned Feb. 21, the fire starting in the driveway.

Forman, N. D.—About \$4,000 has been subscribed toward the organization of a Farmers Eltr. Co.

Zenith, N. D.—The eltr. of the F. A. Shepard Eltr. Co. burned Feb. 28, and 7,000 bus. of grain destroyed. The loss is fully covered with insurance.

New England, N. D.—J. A. Meyer, mgr. of the New England Grain Co., has announced that his firm will probably build an eltr. during the summer.

Regent, N. D.—Our new 30,000-bu. eltr. is now in full operation. This is a new town and will be a good grain station.—M. D. O'Neill, mgr. Western Grain Co.

Binford, N. D.—The Binford Co-operative Co., incorporated, capital stock, \$10,000; incorporators, John T. Aslien, Lewis Haustad, W. E. Colvin and others, all of Binford.

Columbus, N. D.—The eltr. of the Northland Eltr. Co. burned Feb. 27, from a cause unknown, and was a total loss. The eltr. will probably be rebuilt during the coming summer.

Fargo, N. D.—The Equity Co-operative Exchange, incorporated, capital, \$100,000; incorporators, J. D. Meyers, Blackwater, N. D.; J. M. Anderson, Fargo, and Bert Cole, Campbell, Minn.

Bismarck, N. D.—The county commissioners have passed a resolution to issue bonds for \$40,000 for the purchase of seed grain for those farmers of the county who would otherwise be unable to obtain it.

Berea, N. D.—The Powers Eltr. Co. eltr. here is closed because of the poor crops. I am working for the N. P. R. R. at present, but will return to the grain business in the spring or fall.—B. J. Knudson, formerly agt. Powers Eltr. Co.

Elliott, N. D.—Because of differences arising over the organization of the Farmers Eltr. & Merc. Co., there may be two farmers' eltrs. in operation, one to be known as the Elliott Farmers Eltr. & Supply Co., and the other as the Farmers Eltr. Co. of Elliott.

H. L. Bolley, botanist of the North Dakota Agricultural College, has issued press bulletin No. 41 warning farmers and elevator men that the flaxseed crop will be lost this year unless the greatest care is taken in selecting seed free from disease, and treating with formaldehyde.

Bismarck, N. D.—The bill calling for the appointment of a grain inspector at Minneapolis, and another at Duluth, for the purpose of looking after the interests of North Dakota shippers has been passed. An appropriation of \$4,800 annually has been provided for the salaries of the two experts.

Hampden, N. D.—The 30,000-bu. eltr. of the Winter-Truesdell-Ames Co., containing 15,000 bus. of grain burned Mar. 6. The fire started at 1:30 a. m., in the office, and by 5 o'clock was that to have been extinguished. At 7 o'clock flames were discovered in the main part of the building and efforts to extinguish them were unavailing.

Bismarck, N. D.—Mr. Anderson has introduced in the legislature house bill No. 252, to require public warehouses to clean all grain before testing for grade. All public warehouses within this state, as de-

fined by section 2244 of the revised codes of North Dakota for 1905, shall, before testing for grade any grain handled by them, thoroly clean the sample of grain weighed for the purpose of establishing the grade of same. Sec. 2. Any person, ass'n, co-partnership or corporation, or the agent of any persons, association, co-partnership or corporation owning, operating or conducting the business of a public warehouse in this state, who shall violate any of the provisions of this act, shall be guilty of a misdemeanor, and shall be punished by a fine of not less than \$10, nor more than \$100, or by imprisonment in the county jail not less than 10 nor more than 30 days, or both fine and imprisonment.

OHIO.

LaRue, O.—W. O. Rish is the successor of the LaRue Grain & Eltr. Co.

Cleveland, O.—H. M. Strauss & Co. have moved their office to the Garfield bldg.

Leipsic, O.—Joseph Ringlein will install a Hall Signaling Non-mixing Distributor in his eltr.

Columbus, O.—The Gwinn Mfg. Co. is contemplating the erection of an eltr. to cost \$50,000.

Milan, O.—Our eltr. here burned and we are planning to rebuild it this spring.—R. Turner & Son.

Eaton, O.—J. M. Conger's eltr. is now being run as a feed store and does not ship out.—J. H. Musselman.

Renollett, O.—Nutter & Russell will operate the eltr. here, which was built recently by Renollett Bros.

Bellevue, O.—J. Buckingham is the successor of J. H. Mason as mgr. of the Bellevue Farmers Grain Co.

Painesville, O.—We will remodel our warehouse for salt and enlarge it to 24x60 ft. in spring.—Painesville Eltr. Co.

Haviland, O.—The rumor that we intend to build an eltr. at Haviland has no foundation.—Ireton Bros. & Elkenbary Co.

Pleasant Bend, O.—Work is progressing rapidly on the eltr. of Morrison & Thompson, under construction by A. H. Richner.

West Alexandria, O.—We have quit the grain business, as far as shipping is concerned, but we still retail corn and oats for the retail trade.—F. D. Copp & Son.

Lindsey, O.—I have sold my eltr. to the Farmers Merc. & Eltr. Co., giving possession Mar. 10. Talk is strong for organizing a second co-operative company here. My customers are back of the move.—C. C. Wolfe.

Woodington, O.—C. C. Mendenhall & Son are building a 15,000-bu. studded eltr. with two stands of legs and equipped with sheller, cleaner and a 20-h.p. gasoline engine. The Burrell Eng. & Const. Co. has been awarded the contract.

Lima, O.—The building we are erecting at Lima will not be for grain at all, but for the produce business. We intend to put \$40,000 into this building to make it modern in every respect.—Ireton Bros. & Elkenbary Co., Van Wert, O.

Canal Winchester, O.—The Winchester Milling Co. has put up an addition for a seed house, and is using the top story for wheat and oats storage, which has increased the capacity of the eltr. to 35,000 bus., and the mill to 15,000 bus.

Columbus, O.—A bill has been introduced into the legislature by Rep. H. B. Jones, which carries with it provisions for extremely drastic penalties for bucket-shoppers. The measure was drafted by former prosecuting attorney Karl Webber, and imposes a penitentiary sentence instead of the fine under the present act.

Columbus, O.—The business of Scott & Woodrow, owned by Edward W. Scott, has been purchased by G. A. Payne, who for a number of years managed the grain business of McCord & Kelley, and A. H. Cratty, who formerly operated an eltr. at Cook, O. The business will be continued under

the name of the Scott & Woodrow Co. and will be under the direct charge of Mr. Payne. Mr. Scott's ill health causes his retirement.

Lima, O.—The "Educational Agricultural Special" will leave Lima Mar. 13, stopping in the order named, at Minster, New Bremen, St. Marys, Coldwater, Ft. Recovery and Celina; March 14, leave Lima stopping at Bluffton, Arlington, Carey, Sycamore, New Washington, and Plymouth; Mar. 15, leave Plymouth, making stops at Greenwich, New London, Spencer, Litchfield and Medina; March 16, leave Bluffton, stopping at Rawson, Findlay, Arcadia, Fostoria, Kansas, Fremont; Mar. 17, leave Fremont, stopping at Lindsay, Elmore, Genoa and holding a night meeting at Toledo.

NEW BILLS IN OHIO LEGISLATURE.

Columbus, O.—The Ohio Grain Dealers Ass'n and the Ohio Shippers Ass'n are interested in the following bills:

House Bill No. 10. To prevent the adulteration of agricultural seeds, etc. We are opposing this bill as originally introduced.

H. B. 31. Relating to the liability of railroad companies for loss or damage by fire from locomotive sparks. We are trying to have this bill passed, the provisions of which render the railroad co. liable under any and all conditions. The new provision amending the old law provides as follows: "And the exercise by such company of due care in equipping and operating such engines shall not exempt such company from liability." Heretofore, in case of fire originating from locomotive sparks, the engineer and fireman would testify that the engine was properly equipped with wire netting in the smoke stack. Such evidence has generally had the effect to discharge the Railroad Company from liability.

H. B. 66. Requiring railroad companies to transport live stock at an average speed of 10 miles per hour and switch the same within one hour after the arrival.

H. B. 82. Requiring the initial railroad to be responsible for all claims for damage to freight, whether the damage occurred on or off of its own rails. The amendment is uniform with the Carmack amendment to the Hepburn bill.

H. B. 94. Providing for the establishment and maintenance of departments of agriculture and domestic science in certain high schools thruout the state.

H. B. 138. Known as the "clearance bill." We are opposing this bill as originally introduced as it would require railroads to practically rebuild double tracks, switching tracks and industrial tracks.

H. B. 147. Relative to the selling of articles of merchandise by weight. As originally introduced, the bill repealed Sec. 6418 of the general code, which was the section providing for standard weights and measures. We succeeded in having the committee report out an amended bill allowing the original section to stand, supplementing it by Section 6418-1 providing for the sale of fruits, vegetables and certain other articles by weight instead of by measure. Had the bill as originally drawn been enacted, the state of Ohio would not have had any regulation as to standard weights per bushel of any of the cereals; beans, potatoes, onions, etc. The amended bill can now pass and afford protection to the consumer and still not jeopardize the standard weight and measure Section 6418.

H. B. 171. To make uniform law of Bs/L. This is the same bill that is before practically all of the several states.

H. B. 184. To make uniform the law of transfer of shares of stock in corporations.

H. B. 209. To require balers and shippers of hay to have their name and place of business attached to each bale. This is a bill introduced somewhat in the nature of a spite bill. It seems that two concerns in Ohio doing a hay business had some difference concerning grades and one of them wanted to impose the unreasonable provisions of this bill on the whole body in order to get even with the other fellow. This bill is sleeping in the committee.

H. B. 318. Relating to adjustment of

fire losses. This is another spite bill. The bill provides that, if a loss is not adjusted within 30 days after date of loss, the assured can go ahead and rebuild, remodel or replace the property and render a bill to the companies who are required to pay in legal tender the full amount of the sworn statement of the cost.

H. B. 325. The public utilities bill. We are opposing this bill on the grounds that the Railroad Commission of Ohio, which, under the provisions of the bill, is to have full control and jurisdiction, will be overburdened with work and their duties relating to railroads, shippers and receivers will be jeopardized and the public will not receive the service that is necessary to properly protect the interests of railroads, receivers and shippers.

Senate Bill No. 18, to provide for the teaching of agriculture in the common schools of Ohio.

S. B. 51. Governing the transportation and weighing of coal by railroad companies.

S. B. 71, to regulate telephone lines and telephone companies and create a telephone commission.

S. B. 91. Known as the Ohio Shippers Bill, to strengthen the railroad commission laws of Ohio and make them more effective in the interests of shippers and receivers.

S. B. 114, to authorize counties to establish and maintain farm schools.

There are also several other bills very recently introduced, in the enactment of which we shall take part, but the printed copies of the bills have not yet been distributed.—J. W. McCord, sec'y Ohio Grain Dealers Ass'n.

CINCINNATI LETTER.

The new quotation board of the Chamber of Commerce has been put in place.

J. R. Stafford has been admitted to membership in the Chamber of Commerce.

The rules of the weighing bureau of the Chamber of Commerce, which have been effective during the past month will be continued until the board of directors have had time to review and approve the new rules which were drafted by a committee appointed especially for that purpose.

Receipts of grain at Cincinnati during February were: 447,314 bus. of wheat, 751,116 of corn, 743,312 of oats, 58,376 of rye and 37,200 of barley, compared with 284,234 bus. of wheat, 767,122 of corn, 397,458 of oats, 32,314 of rye and 59,375 of barley in February, 1910. Shipments during February were: 501,934 bus. of wheat, 644,410 of corn, 588,621 of oats, 35,932 of rye and 1,396 of barley, compared with 210,318 bus. of wheat, 658,017 of corn, 256,398 of oats, 9,148 of rye and 1,006 of barley shipped during February, 1910.—C. B. Murray, supt. Chamber of Commerce.

TOLEDO LETTER.

Fred C. King of C. A. King & Co., has just returned from a pleasure trip to New Orleans, La.

Alfred Wannamaker, for the last 20 yrs. vice-pres. of the Toledo Mlg. & Grain Co., died recently as the result of a paralytic stroke. Mr. Wannamaker first operated an eltr. at West Salem, O. in 1869, remaining there until he removed to Toledo in 1891. He was 66 years of age.

During February, Toledo received 106,000 bus. of wheat, 479,600 of corn and 184,500 of oats, compared with 185,000 of wheat, 338,000 of corn, 154,500 of oats, and 19,000 of rye in February, 1910. Shipments during the month were 93,300 bus. of wheat, 474,100 of corn, 185,900 of oats, and 3,000 of rye; compared with 60,500 of wheat, 189,300 of corn, 103,600 of oats and 22,800 of rye shipped in the corresponding month of last year.—A. Gassaway, sec'y Produce Exchange.

OKLAHOMA.

Hobart, Okla.—The Hobart Mill & Eltr. Co. will rebuild its eltr.

Oklahoma City, Okla.—The Pruitt Grain Co. has discontinued business.

Bartlesville, Okla.—The Rogers Eltr. Co., incorporated, capital, \$6,000; incorporators: D. B. Rogers, J. N. Dyson and others.

Sulphur, Okla.—William Angehr and Henry Grinslade will erect a corn mill and eltr. to be equipped with the most up-to-date machinery.

Sentinel, Okla.—The Texas-Oklahoma Grain Co. is planning to erect a large eltr. and flouring mill here. A. T. Jones, agt. Wilbur Miltenberger.

Wakita, Okla.—The eltr. of the Ponca City Mlg. & Eltr. Co burned Feb. 26 with 11,000 bus. of wheat, the loss amounting to \$12,000, almost entirely insured.

Guthrie, Okla.—We are indebted to F. W. Gist, sec'y. of the Oklahoma State Board of Agriculture, for a copy of the second biennial report of the Board for 1909 and 1910, describing in detail the work of the various departments, with a section of 50 pages of statistics by counties, giving acreage and yield of each crop, and all the state laws relating to agriculture.

PENNSYLVANIA.

New Wilmington, Pa.—Plans are afoot for the erection of a large eltr. and feed mill here.

PHILADELPHIA LETTER.

Export corn is moving out very satisfactorily and the total season's output will show a big increase.

Frank Richards, chairman of the arbitration committee of the Commercial Exchange, is on a European tour.

Philadelphia, Pa.—John Alexander Macaulay, who died Feb. 18, aged 79 yrs., was the oldest surviving member of the Philadelphia Corn Exchange.

S. C. Woolman & Co., thru their hay representative, John H. Irvin, who has been in Canada looking up high grade hay, are doing a great business in the Kanuck product.

Grain trade here is rejoicing over the official announcement that \$1,500,000 has been appropriated by the recent Congress to give a 35-ft. channel in the Delaware river.

A strenuous effort is to be made to increase the membership of the Commercial Exchange this year up to the highest number in its history of more than half a century.

Receipts of grain at Philadelphia during February were 456,045 bus. of wheat, 1,991,688 of corn and 539,178 of oats; compared with 527,143 bus. of wheat, 280,754 of corn and 351,551 of oats in February, 1910. Shipments during the month were 420,495 bus. of wheat, 1,455,158 of corn; compared with 611,598 bus. of wheat and 42,953 of corn in February, 1910.

SOUTH DAKOTA.

Verdon, S. D.—It is reported that Lew Wolfe has sold his grain eltr.

Lily, S. D.—A movement is afoot here for the organization of a Farmers Eltr. Co.

Rauville, Watertown p. o., S. D.—The eltr. of the Cargill Eltr. Co. burned recently, with a total loss.

Brentford, S. D.—The eltr. of the Gt. Western Eltr. Co. has been closed for the season.—G. W. Groehler, agt. Pacific Eltr. Co.

Groton, S. D.—Wm. Graham and Angus McKiver have bot the eltr. formerly operated by Elmer Torbit for Geo. C. Christian & Co.

Hitchcock, S. D.—A movement has been started here for the organization of a Farmers Eltr. Co. An eltr. will be built as soon as the requisite capital is raised.

Nisland, S. D.—The Rapid City Mlg. Co. of Rapid City and Bernard & Spady of Belle Fourche will probably build eltrs. here in the spring.—Independent Lbr. Co.

Pierre, S. D.—A bill has been passed to allow counties to supply seed grain to needy settlers. Each county will issue

bonds, the cost of which will be applied in a tax on the land.

Eakin sta., Onida p. o., S. D.—We have secured a site for the erection of an eltr. here and will commence building operations as soon as the weather permits.—Irwin Grain & Land Co., Blot, S. D.

Aberdeen, S. D.—The Quinn-Shepherdson Grain Co., with headquarters at Minneapolis, have opened a branch office here in the First National Bank bldg. J. J. Kennedy, formerly with the M. T. Shepherdson Grain Co., will be in charge.

SOUTHEAST.

Harrisonburg, Va.—We did buy a car of corn of S. & Co., at Hoytville, O., but we always prefer to deal with regular dealers, provided we can get same prices.—Coffman Bros.

Augusta, Ga.—The Merchants & Manufacturers Ass'n has guaranteed \$1,500 to be distributed in prizes at the first annual corn show of the boys' corn clubs of Georgia and South Carolina, which will be held next November in Augusta.

TENNESSEE.

MEMPHIS LETTER.

The visit of the Kansas Grain Dealers Ass'n, with some from other states, was enjoyed by the local trade.

Memphis, Tenn.—J. W. Fulghum has resumed his old place with Shanks Phillips & Co., and will have charge of the grain dept. as formerly.

The Merchants Exchange is at last fixed up in its new quarters. The move was made March 1 and numerous visitors have been in, all of whom are liberal in their compliments. Sec'y Nat Graves admits that he is glad no more moving will have to be done.

Oats are coming about normally, but corn is affected by the large supply in this territory. Grading of the latter is some better, but there is fairly good demand for kiln-dried. Premiums thereon are stiff, as they are on shipments of high grade offerings from Missouri.

E. R. Gardner, chief of the inspection department, and Cyrus B. Stafford, traffic commissioner, of the exchange, have joint quarters on the 17th floor of the building. A large number of the firms also have offices in the building, having moved in during the past few days.

It will be at least six weeks or two months before the Memphis hay and grain people can have a hearing of their complaint against the reshipping rules before the Interstate Commerce Commission, as it has been decided by a vote to wait until a representative can come to this city. It was stated that an earlier hearing might be had in Washington or Chicago, but fearing all the witnesses could not be on hand and figuring the cost to be considerable the above decision was made.

Dullness is more marked in trade at this center than in a long time. The volume of business is not half what it is normally this time of the year. Explanation of this lies in the large amount of corn and feedstuffs in the South and the remarkably open winter season. The weather has been so mild that only for a brief spell once or twice have pastures suffered much and stock needed to be housed. This has made a big difference in consumption of grain. At this time pastures are as green as they usually are a month or six weeks later. However, the cheaper cost of feedstuffs is likely to cause smaller portion of land to be devoted to grain this season, as cotton has shown less decline than grains from the level of a year ago.—M.

TEXAS.

Waco, Tex.—I am retiring from the grain business.—H. H. Crouch of the H. H. Crouch Grain Co.

Palestine, Tex.—The two partners of S. W. Walker, who has organized the Mer-

chants Grain Co. are A. F. Sledge and C. D. Joyce.

Brownsville, Tex.—Louis Kowalski has opened offices at this point and is prepared to handle for shippers' account grain shipments to and from Mexico.

West, Tex.—W. J. McCormick, a wealthy stockman of El Paso, has purchased the grain and feed business of the Denton Grain Co., and will make his headquarters here.

Beaumont, Tex.—The Rice Growers Ass'n of Texas and Louisiana, has been thoroughly organized and the sales agency is in operation. The head office is located here with H. W. Carver as mgr.—Jay Freeland, Crowley, La.

Galveston, Tex.—No wheat and 94,285 bus. of corn was shipped from this port during the 6 months prior to Mar. 1, against 1,601,298 bus. of wheat and 1,821,679 bus. of corn shipped during the same period last year.—C. McD. Robinson, chief inspector Galveston Board of Trade.

Ft. Worth, Tex.—The Kemper Mill & Eltr. Co., with headquarters in Kansas City, has established offices here with a view to testing the advisability of establishing warehouses in this locality. Frank Siegel will be in charge and will look after the Texas business.

College Station, Tex.—W. Newell, state entomologist, says: "The weather conditions during the present winter have been such that an outbreak of the green bug the coming spring is by no means impossible." After indulging in a long dissertation on the conditions favoring the green bug Mr. Newell admits: "The probability of an outbreak depends almost entirely on the nature of the spring." As there is nothing on which to forecast a late and cold spring, Mr. Newell's fears are groundless.

UTAH.

Salt Lake City, Utah.—A bill has been introduced into the legislature by Representative W. H. Tobias to abolish bucketshops and forbid speculation in futures.

WASHINGTON.

Olympia, Wash.—House bill No. 228 which provides for wheat inspection was passed Mar. 1 after a sharp fight over the charge that grain is shipped out and labeled "bluestem" which is not that quality but a cheaper grade of wheat.

Olympia, Wash.—Unless an emergency clause is inserted in the public utilities bill, which is now before the house, there is likely to be no money available for grain inspection or for the railroad commission during the period between April 1 and June 10, when the bill will become effective.

Tacoma, Wash. — The Tacoma Commercial Club has adopted resolutions condemning the bill which proposes the levy of additional charges for grain inspection in Washington as well as providing new rules for the inspection of hay, claiming that the bill would be a benefit to other wheat-producing states on the coast rather than Washington.

WISCONSIN.

Fitchburg, Wis.—We will overhaul and enlarge our eltr. this summer.—Lapley Bros.

Superior, Wis.—The Superior Board of Trade has re-elected T. J. Roth as pres. and has recommended unanimously that H. A. Johnson be appointed as a member of the state grain and warehouse commission.

Superior, Wis.—A. D. Swanson of Minto, N. D., and A. A. Trovatten and J. M. Anderson of Fargo are here investigating conditions relative to the building of a terminal eltr. to handle the grain of the Dakota Union of the American Society of Equity.

MILWAUKEE LETTER.

Leman Bartlett, who formerly headed the firm of L. Bartlett & Co., and who was one of the oldest members of the Chamber of Commerce, died Feb. 22, aged 81 yrs.

Members admitted to the Chamber of Commerce during February are: D. L. Barsaloux, E. A. Graff, Jr., and John P. Dousman. Memberships transferred are those of D. V. Hales, C. A. Brown and H. B. Kellogg, deceased.

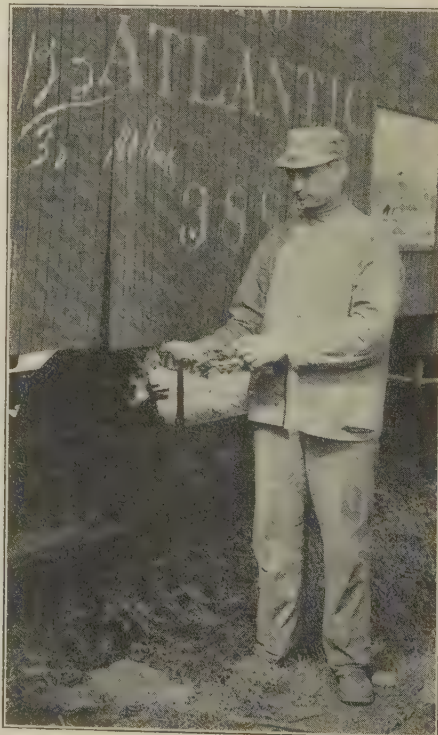
Receipts of grain at Milwaukee during the month amounted to 424,880 bus. of wheat, 980,710 of corn, 929,474 of oats, 627,780 of barley, and 72,420 of rye; compared with 479,600 bus. of wheat, 1,250,600 of corn, 970,500 of oats, 1,419,600 of barley and 93,000 of rye received in the corresponding month of 1910. Shipments of the month totaled 469,154 bus. of wheat, 1,068,164 of corn, 1,401,098 of oats, 618,851 of barley and 290,480 of rye; compared with 167,350 bus. of wheat, 625,664 of corn, 728,059 of oats, 278,090 of barley and 59,990 of rye in February, 1910.—H. A. Plumb, sec'y Chamber of Commerce.

PREPARING CAR FOR GRAIN.

Sheathing on sides of car, becoming loosened at the sill, is a point of frequent leakage of grain. Such weak points should be provided against before the car is loaded by lining inside of car with burlap. If the point is not discovered until after car is loaded, the sheathing should be nailed firmly to the sill. If the sill has rotted, it should be repaired by using a burlap pad fastened underneath with a strip of board nailed to the sill.—H. A. Foss, Board of Trade Weighmaster, Chicago.

Joseph Hummell of Muncie, Ind., has two loaves of bread, each weighing 1½ ounces, that were baked 93 years ago when the famine swept Germany and wheat sold for \$84 a bu.

I consider the Grain Dealers Journal about perfect, think no suggestion of mine could make it better. If I were to continue in the grain business I would not be without it.—R. H. Davison, Shelbina, Mo.



A Point of Frequent Leakage.

Seeds

Quite a lot of June clover seed is in the hands of the farmers.—W. B. Abrams, Tekonsha, Mich.

The Winchester Milling Co. of Canal Winchester, O., has put up an addition for a seed house.

During the week ending Mar. 4, New York received 542 bags and shipped 355 bags of clover seed.

The Lompoc Seed Growers Ass'n of Lompoc, Cal., will erect a warehouse 75x300 ft. to as nearly fireproof as possible.

Milwaukee received and shipped no flaxseed during February against 2,786 bus. received and 14,400 bus. shipped in February, 1910.

The committee on clover seed of the Baltimore Chamber of Commerce will consist of J. H. Hiss, Wm. G. Scarlett and Walter Kirwan.

O. O. Uhlhorn, a farmer of St. James, Minn., recently shipped 25 barrels of the fine No. 13 seed corn to William Cooper and others at Odessa, Russia, receiving \$3 net per bu.

Wichita, Kan., received during February 11,000 bus. of cane seed and 3,000 bus. of kaffir corn and shipped 4,000 bus. of kaffir corn, according to Jas. H. Sherman, sec'y Wichita Board of Trade.

London, Eng.—A steady demand has developed for spring sowing seeds. English red clovers come out in all qualities and maintain their price in competition with French seed.—John Picard & Co.

Dover, Minn.—I recently took in one load of timothy seed and paid the farmer \$604 for it, the most money paid for any one load of seed or grain on record here.—C. W. Gleason, agt. Cargill Eltr. Co.

More than \$3,000 worth of seed was shipped recently from Guthrie by Supt. Campbell Russell to various demonstration farms in Oklahoma. The shipments consisted mainly of corn, cotton, wheat and alfalfa.

Wholesale seed merchants of Winnipeg report an abnormal scarcity of flax for seed in western Canada and a resultant advance in prices. Saskatchewan leads the three prairie provinces in the production of flax.

A seed treating machine designed to treat wheat for smut and flaxseed for wilt, which can be attached to an ordinary fanning mill, has been invented by W. G. and A. G. Miller, who recently gave their device a test before Professor Bolley at Fargo, N. D.

It is said that the Union Pacific railroad is planning to give farmers the use of 200 ft. of the right of way on each side of the track provided that they will plant it to alfalfa. This is for the purpose of choking out the weeds which grow so abundantly and to help prevent the dust clouds.

Receipts of flaxseed at Duluth during February amounted to 57,302 bus.; compared with 41,865 bus. during February, 1910. Shipments during the month amounted to 90,957 bus.; compared with 33,915 shipped during February, 1910, according to Chas. F. Macdonald, sec'y Board of Trade.

Baltimore received in February 1,737 bus. of clover seed and 678 of timothy and shipped 1,574 bus. of clover and 3,978

of timothy seed; against 5,612 bus. of clover seed and no timothy received and 346 bus. of clover seed and no timothy shipped in Feb., 1910.—Jas. B. Hessong, sec'y Chamber of Commerce.

Owing to the hard seed coats there are always some clover seeds which will not germinate. Tests at the seed laboratory of the Minnesota Agri. Exp. Sta. this year show that the percentage of hard seeds this year is greater than in former years. This is probably due to the excessively dry weather of last year.—W. L. Oswald, University Farm.

An Ohio correspondent writes the Crumbaugh-Kuehn Co.: Farmers are considerably worried over the condition of their clover. More complaint is made than we ever knew of at this time of year. They say any amount of last Spring's seeding is now lying on top of the ground and in most instances there was only a fourth of a stand to commence with. What will it be by the 1st of April?

Toledo received during the week ending Mar. 4 2,350 bags of clover seed, against 1,750 bags during the corresponding week a year ago; and for the season, 55,250 bags, against 45,360 the season before. Shipments of the week totaled 4,600 bags, against 6,600 the same week last year. Shipments for the season were 37,800, against 41,200 bags the preceding season. Receipts of alsike during the week ending Mar. 4, were 112 bags, making 8,639 this season, against 10,100 last year.

Toledo grain men all agree that this has been a most peculiar clover seed season. While some sections have had a feast other sections have experienced a famine. Big demands have come in from sections where shipments were never made before and from sections where orders were expected they have been very light. Many dealers suffered loss last year from buying early and as a consequence are inclined to adopt the method of buying from hand to mouth, using up their stock pretty well before buying more.

C. P. Bull, who is in charge of the pure seed movement at the Minnesota Agricultural College, says that the farmers are evincing the greatest interest in good seed and that there is already a shortage in good seed as a result, especially in flaxseed. Those who apply are referred to the growers who are known to

have used the parent seed sent out from the station and others whose seed is known to be up to the required standard. Information regarding the amount for sale, the varieties and the price asked is also furnished to the farmer.

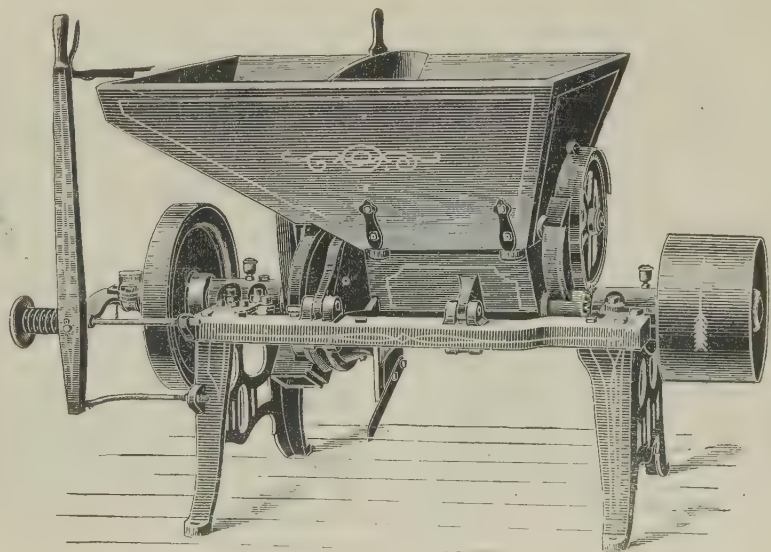
During February Chicago received 1,560,100 lbs. of timothy seed, 523,600 of clover, 1,611,800 lbs. of other grass seeds and 96,000 bus. of flaxseed; compared with 3,072,690 lbs. of timothy seed, 741,874 lbs. of clover seed, 2,462,215 lbs. of other grass seeds and 109,000 bus. of flaxseed in the same month of last year. February shipments included 2,108,500 lbs. of timothy seed, 681,600 of clover, 1,118,000 lbs. of other grass seeds and 12,700 bus. of flaxseed; against 4,108,444 lbs. of timothy seed, 891,396 of clover, 3,685,196 lbs. of other grass seeds and 14,381 bus. of flaxseed in Feb., 1910.

Timothy seed seems to be universally a short crop, while clover seed is also short in most localities. Both shortage and surplus of timothy seed is reported from southern Missouri, southern Minnesota and southeastern Nebraska. A surplus of clover seed is reported in northeastern Missouri; and both surpluses and shortages are reported in central Ohio, southern Indiana, northwestern and southwestern Missouri, and southern Iowa. The price of clover seed is reported at \$7.40 in southeastern and \$12.00 in northeastern Nebraska. In northern Iowa the price of clover seed is reported at \$11.31, and in southern Iowa at \$8.45.—*Grain Improvement Advocate*.

An All-Around Feed Mill.

In selecting a feed mill to be used for commercial work, among the points especially worthy of consideration are strong construction and capability of handling all different materials a customer may wish to feed. These essentials have been incorporated in the design of the machine illustrated in the engraving herewith, which fills all the requirements of a custom grinder.

These machines are constructed along practical lines, have cone-shaped grinders, positive feed regulation and are light running. Mills of practically the same type may be had for use with from 2 to 25 h. p., the mill shown being one of 10 sizes and styles made by the N. P. Bowsher Co., of South Bend, Ind., which will give additional information to readers of the Grain Dealers Journal on application.



IMPROVED WINTER EMMER.

By throwing a cereal plant under unusual and varied conditions of soil and treatment its appearance, constitution and habit are sometimes so disturbed as to give rise to several mutations or sports. Too often these sports are of no value; but in the case of the winter emmer sent by Professor Carleton of the U. S. Department of Agriculture to Professor B. C. Buffum at Worland, Wyo., chance favored the experiment; and those acquainted with the original emmer would hardly recognize the new product. It is larger, darker in color, heavier in straw and head, with larger stooling power, and is much more hardy and prolific under our conditions than the original type. Many of the heads double the spikelets, giving the appearance of a composite wheat. In the engraving herewith a head is shown longer than the palm of the hand.

Emmer is an early form of wheat. There are two large plump kernels in each spikelet and the grain does not shell out of the hull when it is threshed. The spikelets are large and closely arranged in the head. The head has no central stem or rachis, so the spikelets merely break apart. If it is threshed when very dry and brittle with a high speed cylinder and all the concaves, some of the kernels will shell out of the hulls. When separated from the hulls the grain will weigh a little heavier than wheat, but in the hull it weighs about the same as oats.

The engravings herewith show single stools standing in the field; a single stool gathered in the hands; two stools and a bundle of the 1910 crop; one edge of a 10-acre field increased from a sport to 710 bus. in three seasons; another shows the dense growth of this, the heaviest yielding of all known grains.

Not a single plant of the winter emmer winter-killed during one of the coldest and most severe winters known in Wyoming. The last crop gave a wonderful yield. It was grown on land which had been salt sage soil and which had produced two previous crops of barley and spring spelt, having had field peas planted with the grain the second year, but the peas made no crop. The emmer was seeded at the rate of 30 to 34 pounds seed per acre to make as much increase as possible. There were breaks in our canal

and the emmer was irrigated twice on a part of the field and three times on the other part this season. The average yield as the grain came from the thresher was 69.1 bus. per acre. There were parts of the field which undoubtedly yielded twice this average. Many who visited the farm while the grain was ripening pronounced it the most beautiful grain field they had ever seen.

The improved winter emmer seems to be almost as hardy as winter rye and is one of our most drought resistant winter grains. Having been originated in the arid region, it is adapted to dry climates and it promises to be the most valuable feed grain the farmer or stockman can raise, whether he grows crops by irrigation or by dry farming methods.

In most of the mountain regions the winter emmer should be planted in September or early October, using about 40 pounds, or one bushel of seed per acre. Where sufficiently irrigated, the grain will be ready to harvest early in July.

This grain is an important addition to our western farm products. Definite statements can not be made regarding its yields when planted and cared for properly on good ground, but it is safe to say

that the improved emmer will yield more grain and more feeding value per acre than will be secured from any other grain the farmer can grow. It should take the place of corn for stock feeding in the western country where the cool nights interfere with obtaining large yields of corn. It produces well where the summers are so hot that it interferes with the growth of spring grains. Being both drought resistant and a winter grain, it will produce with a small amount of irrigation or rainfall. It has held its improved character for three years in the Big Horn basin, so there is nothing but confidence in its success. This improved emmer should revolutionize western stock feeding and it will make it unnecessary for sheepmen or other stockmen to ship corn from the middle states.

It is splendid for poultry or swine and with the hull on there is no better feed for cattle, sheep or horses. The hulls seem to be a great advantage to the grain for feeding. They insure thorough chewing and complete digestion, widen the ration so it is more nearly balanced when feeding with alfalfa, and prevent any trouble from overfeeding, as occurs with corn or wheat. It should not be neces-



Edge of a 10-Acre Field of Winter Emmer.



A Head of Improved Emmer.



A Single Stool.



Dense Growth of Winter Emmer.

sary to grind emmer for horses or sheep feeding.

The cracked emmer makes one of the most delicious breakfast foods for the table. Those who have tried it think it much finer than cracked wheat.

From the Seed Trade.

J. E. Farrington, Chickasha, Okla.: In the western half of Oklahoma the 1910 seed crop was the heaviest ever had. This was the first year that Oklahoma had a surplus of alfalfa seed. Quite a number of cars of seed were shipped out of the state during the fall. Thru all the western end of the state there is still enough alfalfa seed in the country for normal seeding purposes. The kaffir corn, milo maize and cane seed crops made a fair yield in this locality and the supply is fairly distributed. Seed corn, millet and especially cotton-seed will be in good demand in our part of the state thru the spring.

L. Teweles & Co., Milwaukee, Wis.: In our 47 years of experience in the grass seed line we have never seen conditions similar to those prevailing at the present time in the timothy seed market. Prices are high, but stocks are at a minimum everywhere and our trade has been very good and we look for higher prices.

The crop of red clover seed in this country has been very light; stocks carried over from last year are small and we look for an immense trade with advanc-

ing prices. The crop of alsike clover seed is also small and while early trade was disappointing stocks are very small and we would not be surprised to see quite an advance in this article.

The crop of alfalfa seed in this country was larger than last year but we are looking for a big trade and believe all good available seed will be used up.

In summing up would say that we look for a very heavy trade as stocks everywhere are small owing to the dry summer and fall and we believe farmers will need great quantities of seed and we look for a big demand along the entire line.

T. W. Wood & Sons, Richmond, Va.: The demand for clover and grass seeds this spring has been unusually heavy. Trade is, however, likely to lighten up very shortly now, as the principal time for sowing grass and clover seed in this section is about the middle of March. We believe that grass seeds generally are in light stocks with dealers, but that there are considerable quantities of clover seed held thruout the country. Whether the demand will clean these up before the end of the season or not, we do not know. The high price of hay and low prices of grain are the causes for people paying more attention to the seeding of grasses and clovers than usual.

We would not like to miss a number of the Grain Dealers Journal.—C. E. Lowry & Son, Cushing, Ia.

Dealers Can Supply Pure Seed.

[Geo. S. Green before Council of North American Grain Exchanges' Crop Improvement Committee.]

The very evident increase in the demand for high grade seed grain is most encouraging to seedsmen and the leading houses in the seed trade are making an earnest effort to supply this demand. Heretofore there has been neither a wide-spread demand nor any adequate sources of supply for quantities of high-grade seed grain in any way proportionate to the total area to be seeded.

The method which appeals strongly to me is the selection and careful re-cleaning of plump, high colored and well matured grain, grown on clean farms in sections which now produce heavy crops of the grain in question. This class of seed grain distributed in quantity through seedsmen and other commercial channels will produce quick results in a greatly increased average yield of grain.

I have heard some of my fellow-seedsmen say that they were not interested in, and would not lend their aid to this movement because it tended to eliminate the seedsmen as a middleman between producer and consumer. I think my friends are wrong to take this view of the matter. They could not stop this movement if they wished to, and they should not wish to stop it if they could. For my own part I wish to learn from and to co-operate with the Agricultural Colleges, and to go as fast and as far with them as commercial conditions will permit.

I verily believe that this should be primarily a campaign against the use of inferior seed grain, against the use of weedy, immature, poorly-cleaned seed grain, such as so many farmers are now using.

If you can displace the seeding of this character of grain in a county and substitute the use of good, heavy, clean, perfectly matured grain, secured at moderate cost through ordinary commercial channels from sections where the grain in question produces bountifully, you will at once raise materially the average production of grain in that county, both in quantity and quality. This would be true even tho the seed grain used were not of pure strain, developed thru years of patient effort.

Good seed can be supplied in large quantities by seedsmen when the demand for it is created, and I believe the promoters of this movement will do well to recognize the service which the seedsmen are now prepared to render, as well as to try to put us in position to render better service by aiding the distribution of such varieties of seed grain as are recommended by the agricultural colleges.



Two Stools and a Bundle of 1910 Crop.



Single Stool of Winter Emmer Standing in Field.

Supreme Court Decisions

Liability of Telegraf Co.—Where the sender of a telegraf message telephoned it to the agent of the telegraf company, and no mention was made of a stipulation as to notice of claim without knowledge of its existence on the part of the sender, such unknown provision is not binding, either as a part of the contract for transmission of the message or as a regulation of the company.—*Western Union Telegraf Co. v. Douglass*. Supreme Court of Texas. 133 S. W. 877.

Spur Tracks.—That one or more persons will derive exceptional and special advantages from the construction of a spur track does not show that the track is not for a public use; Const. § 13, permitting the taking of private property only for public use, being satisfied if all the public desiring to use it have the right to do so upon the same terms and conditions as those specially benefited.—*Riley v. Louisville, H. & St. L. Ry. Co.* Court of Appeals of Kentucky. 133 S. W. 971.

Sale of Specific Crop.—Where a farmer entered into an agreement, reciting that he had sold 2,000 bus. of No. 2 wheat, to be delivered from the thresher, etc., it was not a sale of specific wheat, and he could comply with the contract by the delivery of any wheat of similar grade. Therefore his action in selling this wheat to another before threshing time did not estop him from denying that the buyer was damaged.—*Acme Mills & Elevator Co. v. Johnson*. Court of Appeals of Kentucky. 133 S. W. 784.

Liability of Initial Carrier.—The Carmack amendment to the interstate commerce act (Act June 29, 1906, c. 3591, 34 Stat. 593 [U. S. Comp. St. Supp. 1909, p. 1167]), making the initial carrier of an interstate shipment liable for loss or injury to the shipment caused by it or any connecting carrier, renders void a stipulation in a contract for an interstate shipment limiting the liability of the initial carrier to loss occurring on its own line.—*Old Dominion S. S. Co. v. C. F. Flanary & Co.* Supreme Court of Appeals of Virginia. 69 S. E. 1107.

Injury to Person Unloading Car.—Plaintiff, being engaged in unloading a car of rough rice in sacks, and remaining in the car after he had been warned of the approach of a switch engine and of the purpose to move the car, was guilty of negligence, which precludes the recovery of damages for an injury sustained by the falling on him of some of the sacks of rice, as a consequence of the impact against the car of the switch engine, or of a car pushed by the switch engine.—*Pertue v. Louisiana-Western R. Co.* Supreme Court of Louisiana. 53 South. 969.

State Can Regulate Board of Trade.—The conduct of its business by a board of trade formed to enforce, as between its members, a high standard of business dealings, may be regulated by such means, not arbitrary or unreasonable in their nature, as may be found by the state necessary or needful to protect the people against unfair practices that are likely to occur, without unconstitutionally interfering with the liberty of contract to which its individual members are entitled.—*R. J. House v. Joel B. Mayes*. Supreme Court of the United States. 31 Sup. Ct. Rep. 234.

Carrier's Lien for Freight.—Where a person claimed a shipment as purchaser of the bill of lading issued by the initial carrier, he was not entitled to recover it in replevin from the connecting carrier in the absence of any showing except the B/L which did not recite the class of freight shipped, the amount of charges prepaid or the amount of charges prepaid

on account, but merely in a space headed "If charges are to be prepaid, write or stamp here 'To be prepaid,'" contained the word "Prepaid"; such instrument not being prima facie proof that the freight had been fully paid.—*Bramley v. Ulster & D. R. Co.* Supreme Court of New York. 126 N. Y. Supp. 854.

Connecting Carriers.—Where a connecting carrier receives and forwards goods, which were shipped on a through bill of lading issued by the initial carrier, of which the connecting carrier is advised when it receives the goods, it takes them subject to the terms of such bill of lading; and where the original bill contains a provision for marine insurance on the shipment, the connecting carrier cannot limit its liability thereunder, as against the shipper, by the issuance of a supplemental bill of lading to the carrier from which it receives the goods, whatever its rights by subrogation may be against such carrier.—*Berwind-White Coal Mining Co. v. Metropolitan S. S. Co.* U. S. Circuit Court, District of Maine. 183 Fed. 257.

State Jurisdiction under Hepburn Act.—Interstate Commerce Act Feb. 4, 1887, c. 104, § 20, 24 Stat. 386 (U. S. Comp. St. 1901, p. 3169), as amended by Hepburn Act. June 29, 1906, c. 3591, § 7, 34 Stat. 593 (U. S. Comp. St. Supp. 1907, p. 909), requiring the initial carrier, on receiving interstate shipments, to give a thru B/L and giving a right of action against the carrier for any loss caused by such carrier or any connecting carrier, does not limit the jurisdiction of such an action to the federal courts, and where the amount involved exceeds \$2,000 such courts and the state courts have concurrent jurisdiction, and where the amount involved is less the state court has exclusive jurisdiction.—*Fry v. Southern Pac. Co.* Supreme Court of Illinois. 93 N. E. 906.

Initial Carrier Liable.—The imposition upon an interstate carrier voluntarily receiving property for transportation from a point in one state to a point in another state, of liability to the holder of the B/L for a loss anywhere en route, with a right of recovery over against the carrier actually causing the loss, which is made by the act of February 4, 1887 (24 Stat. at L. 379, chap. 104, U. S. Comp. Stat. 1901, p. 3154), § 20, as amended by the act of June 29, 1906 (34 Stat. at L. 584, 595, chap. 3591, U. S. Comp. Stat. Supp. 1909, pp. 1149, 1166), in spite of any agreement or stipulation limiting liability to its own line, is a valid regulation of interstate commerce.—*Atlantic Coast Line Railroad Co. v. Riverside Mills*. Supreme Court of the United States. 31 Sup. Ct. Rep. 164.

Buildings on Right of Way.—A railroad company, being empowered to maintain buildings on its grounds for the storage and delivery of freight and for the convenience of patrons, can permit others to do so, if the company's duty to shippers is discharged without discrimination.—*Danville & W. Ry. Co. v. Lybrook*. Supreme Court of Appeals of Virginia. 69 S. E. 1066.

Railroad Not Compelled to Put in Switch.—It is beyond the police power of a state to compel a railway company to put in switches at its own expense on the application of the owners of any elevator erected within a specified limit, and section 18 of article 9 of the Constitution does not attempt to confer such power upon the Corporation Commission.—*St. Louis & S. F. R. Co. v. State*. Supreme Court of Oklahoma. 112 Pac. 980.

Carrier May Contract against Liability for Loss of Goods on Side Track.—There is nothing in the laws or public policy of this state which prevents a shipper and a railroad company from making a contract, in relation to the use of a side track, wherein it is agreed that as to cars loaded by the shipper on the side track delivery to the carrier is understood to have taken place whenever the carrier removes the car from the side track and places it in its freight train for shipment; it being understood that this principle is not to be applied in derogation of the right of the ship-

per to insist upon the carrier's promptly accepting goods tendered to it for transportation, or as in any wise limiting the railroad's liability for its own negligence.—*Bainbridge Grocery Co. v. Atlantic Coast Line R. Co.* Court of Appeals of Georgia. 70 S. E. 154.

Forged B/L.—Plaintiffs agreed for shipment of cotton by a cotton company; plaintiffs to advance 85 per cent of its value pending its sale, and the cotton company to draw on them for that amount. The draft was delivered to a bank for collection, which discounted it, and forwarded it to defendant bank with the Bs/L attached, and defendant, as agent for the other bank, received payment from plaintiffs; neither bank having knowledge that the Bs/L were forged and represented no actual shipment. Held, that plaintiffs could not recover from defendant the amount of the draft on the ground that it was paid through a mistake of fact, in that plaintiffs believed that the Bs/L attached to the draft were genuine; the defendant being only the agent of the discounting bank, and that bank being a bona fide holder for value.—*Springs v. Hanover Nat. Bank of City of New York*. Supreme Court of New York. 127 N. Y. Supp. 178.

Sender May Paste Warning to Telegraf Co. on Message.—Defendant telegraf company's rules required each message for transmission to be written upon the form provided by the company, or to be attached thereto by the sender, so as to leave the printed heading in full view above the message. Plaintiff stuck on the message form, opposite the name of the sender, a piece of paper, about three-fourths of an inch wide and two inches long, on which was printed a notice that the message was a business message, and that failure to deliver it promptly and correctly would likely cause financial loss to the sender, and that further particulars could be obtained from the address named; but the pasting on of such notice did not tend to confuse the operator in sending the message, or increase the probability of error, and did not exclude the printed heading above the message. Held, that the presence of the notice on the message did not justify the company's refusal to transmit it.—*Vermilye v. Western Union Telegraf Co.* Supreme Judicial Court of Massachusetts. 93 N. E. 635.

Barley Fluctuates in Want of Speculation.

Barley futures are not traded in except by sample on the cash grain basis. The extremely severe fluctuations in barley values on this crop are perhaps to be accounted for by the lack of the beneficial effects of legitimate speculation. As Professor Hadley said recently: "When such speculation anticipates an actual demand, it is of great service to the community."

Barley touched \$1 in January, having advanced more or less rapidly from the 70c point. Within two weeks it lost 14 to 15c per bu. without any change of moment in the situation. The entire decline of 15c was then recovered within one week, the market again selling back to 99c, since that time fluctuating in comparatively narrow range, the advance in values being well maintained.

The crop shortage in barley having been well established, there should have been no such heavy fluctuations in the short periods mentioned if the early advance in values was legitimate, as seems undoubtedly to have been the case. It is, however, probably impossible to establish speculative trading in barley to advantage owing to the wide differences in the quality, but in a general way this year's experience in barley values goes far to show the benefits derived from legitimate speculation in grain.—*Somers, Jones & Co.*

Supply Trade

Cleveland, Ohio.—C. O. Bartlett & Snow Co. is rebuilding and enlarging its offices.

Springfield, O.—The Superior Gas Engine Co. is planning a large addition to its plant to be erected this spring.

Chicago.—W. H. Caldwell is now local representative of the Robinson Mfg. Co. with offices in the Western Union Bldg.

Detroit, Mich.—Is to be the scene of the June Meeting of the Nat'l. Gas & Gasoline Engine Trades Ass'n., June 20-23.

Toledo, O.—William Slaybaugh, after two years' work, has completed and on exhibition a new Grain Dryer designed especially for damp corn.

Cobourg, Ont.—The Winnipeg Steel Granary Co. has been organized with a capital of \$100,000, for the manufacture of patented steel grain elevators.

Buffalo, N. Y.—The Grain Storage Construction Co. has added another department that will permit of particular attention to the building of coal elevators.

Springfield, Mo.—The Southwestern Engineering & Appraisal Co. has made arrangements to represent The Wolf Co., of Chambersburg, Pa., in that territory.

Mattoon, Ill.—Mr. A. H. Messer, pres. of the Mattoon Grain Conveyor Co., died last week. News of his death will be received with great regret by his many friends in the grain trade.

Sioux City, Ia.—It looks as if we shall do double the business of last year.—J. F. Younglove, of Younglove Construction Co. "Mr. Younglove was a recent Chicago visitor, attracted by the Cement Show.

Springfield, O.—The Foos Gas Engine Co. has just issued a very fine catalog describing the Foos Horizontal Engine in sizes 3 to 90 H. P. single cylinder. Inspection of the copy received leads us to believe that it will be of great interest to all readers of the Journal who send a request for it.

Sterling, Ill.—The Charter Gas Engine Co.'s employees had a very fortunate escape from serious injury in a recent accident at the Charter Works. As a large pulley was being poured, the pressure of the molten iron broke an iron clamp and raised the cope. None of the men was seriously burned.

Seattle, Wash.—The business of the Kilbourne & Clark Co. has been purchased by Geo. H. Adair, with his father and others, who will represent a number of well known lines in that field under the name of Geo. B. Adair & Co. Among the first selected was that of the Foos Gas Engine Co., Springfield, O., with the large variety of types and sizes of the Foos line.

Kansas City, Mo.—J. G. Murphy, President of the K-C Mfg. & Supply Co., died February 4th, at Creston, Ia., where he had been sent in hope of recovering his health. He had not been in robust health for a year and death was caused by a nervous breakdown. His wife has been appointed administratrix of the estate, including the business, and final arrangements will soon be made whereby the business will be continued.

Tiffin, Ohio.—The Webster Manufacturing Company about three years ago erected two shops, one for the manufacture of sheet metal goods and the other a malleable iron plant. The desirability of Tiffin as a manufacturing and distributing point was so conclusively proven that thirty-eight acres of land was secured, and it was decided to move the entire plant to Tiffin, where large and suitable buildings have been erected. The buildings cover about four acres, are of steel frame with brick walls, saw-tooth construction of roof with north light, making the shops practically as light as day. The new plant is equipped with every modern appliance for economical manufacturing and handling. Its location directly on three railroads assures it the most complete of shipping facilities. In the building particular attention was given to promote the comfort and health of employees, with shower baths, commodious lockers, and a well equipped hospital room. A small booklet with excellent illustrations describes it in detail, and can be had upon request.

Date of B/L not Conclusive on Time of Shipment.

On a contract made Aug. 5, 1910, for shipment within 5 days of 2 cars of oats Langenberg Bros. & Co. furnished Geo. B. Matthews & Sons Bs/L dated Aug. 12 and 13. The latter contended that delivery was not in accordance with the terms of the contract, declined to receive the property, and made it necessary for the former to sell the oats on the market, establishing a loss of 4c per bu.

The arbitration committee of the Grain Dealers National Ass'n on claim filed by Langenberg Bros. & Co. awarded them the full amount, costs to be paid by defendant.

The facts were defendant instructed that this shipment was to be forwarded via I. C. R. R., and which R. R. used connecting R. R. to make connections where property was located. These same connections were required when loaded cars were to be delivered to I. C. R. R. The I. C. R. R. admits that cars were loaded Aug 11, but directions received only on the 12th, and B/L issued same date.

Dray tickets showed date of Aug. 11, 1910, with instructions for delivery to I. C. R. R., for account of plaintiff. The evidence, too, here shows conclusively that the plaintiff had performed the conditions of the contract.

The exchange of dray tickets for B/L now becomes necessary and such could not be done until Aug. 12, and explains why such dates do not agree with dates of dray tickets. These dates and exchange of documents are railroad requirements, and beyond the power of the plaintiff to correct or control.

The defendant refers to rules of the Cotton Seed Crushers Ass'n wherein they rule that B/L shall be evidence of the date of shipment; but the arbitration committee of the G. D. N. A. decided "We must be guided by Rule 5 of our trade rules, which instructs us that 'grain must be actually loaded, and billing instructions must be furnished the R. R. Co. in accordance with the custom then in vogue at the shipping point.' This shipment was loaded within the contract time, and its shipment handled in accordance with the custom prevailing at the shipping point."

Books Received

INTERNATIONAL INSTITUTE OF AGRICULTURE has just published No. 3 of its Bulletins of the Bureau of Economic and Social Intelligence, dealing with agricultural organization in Belgium, Cuba, British India, France and Serbia, comprising a volume of 400 pages. The Institute is a union of the leading countries of the world for the publication of agricultural statistics, and one of its publications is a Bulletin of Agricultural Statistics in 5 languages for which subscriptions will be received at 6 francs per annum. P. Jannaccone, General Sec'y, International Institute, Rome, Italy.

Sample Envelopes

Non-Sifting

Designed especially for mailing samples of grain and seed. Specimens Free.

TULLAR ENVELOPE CO.
67 Larned St. Detroit, Mich.

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NEW SALT
PROMPT SHIPMENTS

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ARE THE

modern,
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FRED W. KENNEDY

Shelbyville, Ind.



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National City Bank
of Chicago

CHICAGO

Capital \$1,500,000; Surplus and
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Approved by Chicago Board of Trade
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We allow 2% interest on
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Patents Granted

Seed Corn Drier and Hanger. No. 985,230. (See cut.) James A. Trimble, Farrar, Ia. A number of prismatic screened cabinets, each cabinet provided with an intermediate rack having checkered spaces, and means for hinging and latching these cabinets together.

Car Seal. No. 985,019. (See cut.) William Kerr Edgar, Iola, Kan. A metallic sealing strip bendable at predetermined points into triangular shape, there being means at said points to insure breaking of the strip when subsequently bent in the opposite direction, the strip, when bent, having non-lapping terminals.

Feeding Mechanism for Corn Shellers. No. 13,209. Reissue. (See cut.) William J. Dauner and Louis F. Dauner, Sutton, Neb. The combination with a trough and a conveyor working therein, of a pivoted plate arranged crosswise in the trough at the receiving end of the conveyor, and driving mechanism operating to oscillate the plate independent of the motion of the conveyor.

Corn Hanger. No. 984,992. (See cut.) Ralph W. Allsup, Lincoln, Neb., assignor of one-half to H. J. Smith, Lincoln, Neb. A hanger wire having a hook at one end and a loop at the other, impaling pins connected to the body of the wire and extending parallel with the hanger wire, the impaling pins adapted to be bent at an angle from the hanger wire for supporting the ears of corn thereon.

Sweep-Blade For Conveyors. No. 984,693. (See cut.) John H. Michener, Jr., New York, N. Y. A trimming mechanism for bulk material including in combination, a conveyor chain having a rigid blade and a yieldable blade mounted thereon, the rigid blade being positioned to scrape a path symmetrical to the chain and the yieldable blade being positioned to scrape a path beyond one border of the path of the rigid blade, the yieldable blade being yieldable into the path of the rigid blade.

Seed Tester. No. 984,746. (See cut.) James H. Brown, St. Charles, Ill. A seed tester comprising a number of superposed sections, each section having a number of non-communicating receptacles therein, each receptacle being closed at the bottom except for a small aperture whereby drainage and filtration are permitted and the germinating medium retained, the receptacles being so arranged, that when the sections are superposed, one receptacle will drain into another in the section beneath.

Chute For Storage Bins. No. 984,574. (See cut.) Wm. C. Lawson, Roanoke, Va. The combination with a storage bin having a discharge mouth of an oscillatory chute having a rear gate wall that moves upwardly across the mouth when the chute moves to a downwardly inclined discharging position, operating means for the chute, including a member carried by the rear gate wall and moving upwardly into the mouth therewith, and means covering the member when the same is within the mouth, means directing the material into the chute.

Back-Stop for Elevator-Heads. No. 984,586. (See cut.) Finlay R. McQueen, Minneapolis, Minn. The combination, with a shaft and a disk having peripheral notches mounted thereon, of a pivoted frame, blocks slidable therein, means for aligning the parts of the frame and permitting the free movement of the blocks, means for yieldingly holding wheel and blocks toward the disk, a pivoted dog controlled by the wheel, the dog engaging the ratchet teeth when the disk is revolved in one direction and being forced out of the path of the teeth when the disk is revolved in the opposite direction.

Car Seal. No. 984,736. (See cut.) William J. Baker, Newport, Ky. A seal compris-

ing a pair of cup-like members fitted one within the other, a rivet passing thru the members to connect them together and a tie member having its ends secured by and between cup-like members each of the cup-like members comprising a flat body having an annular flange held at right angles to the body and one of the cup-like members being held within the other cup-like member with the respective flanges parallel to one another and to the central longitudinal axis of the rivet.

Elevating Apparatus. No. 984,706. (See cut.) Alexander Ray, Philadelphia, Pa., assignor of one-half to Edward S. Lowry, Philadelphia, Pa. An elevated fixed frame, a transversely adjustable carriage on the frame at an elevation from the ground, a boom pivoted to the carriage and overhanging the fixed frame and adjustable in the plane of adjustment of the carriage, an endless bucket conveyor supported by the free end of the boom and extending down to the base of the fixed frame, means on the fixed frame separate from the carriage and extending to the base of the fixed frame for adjusting the boom to raise or lower the endless bucket conveyor as an entirety, and means for driving the bucket conveyor.

Grain Car Door. No. 985,704. (See cut.) Herman C. Priebe, Blue Island, Ill. A door mounted to be moved bodily upwardly while remaining at the door opening and to be swung so as to have its bottom moved inwardly and upwardly in a plane substantially perpendicular to the plane of the door opening, and means for holding the door in an initially inclined position when the bottom portion has been moved inwardly and upwardly, the means permitting travel of the bottom of the door, when thus supported, transversely of the car toward the side opposite the door opening whereby the portion of the door normally constituting the top thereof may be raised further to clear the door from the door opening.

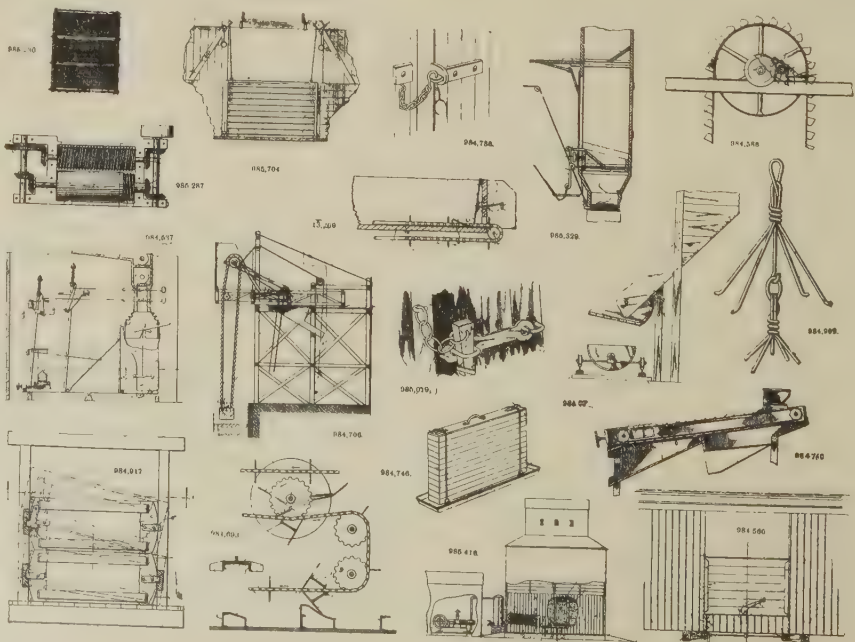
Grain Renovator and Drier. No. 985,416. (See cut.) Lewis J. Johnson, Springbay, Ill. A system of ventilation for grain in bins, consisting of a perforated casing to be supported within a bin containing the grain, an air compressor for compressing and forcing air into the bin thru the casing, a feed pipe leading from the compressor, a receiver connected to the feed pipe, a pipe jointed to the receiver above the bottom thereof, the last named pipe forming the lowermost one of a number of overlying parallel coil sections disposed at an incline, a pipe leading from the uppermost of the coil sections, a trap in the last named pipe and provided with a relief valve and a connection between the last named pipe and the casing.

Grain Door. No. 984,917. (See cut.) John Henry, Grand Forks, N. D. The combination of a car body having door-posts in the opposed sides of which are sockets, a door arranged partly within the body and flat against the inner sides of the posts and also arranged partly between the opposed sides of the posts and having an edge spaced from the adjacent post and adapted to bear against the post when the door is canted, and fasteners attached to the door, at the outer side thereof, and having end portions extending outward beyond the door part between the opposed sides of the posts and into the sockets and lapped against the inner walls of the sockets; one of the fasteners being pivoted to and adapted to swing vertically on the door.

Grain Measuring Chute. No. 985,229. (See cut.) Henry Decremmer, Perkins, Mich. In a grain chute, a measuring chamber, a cut off plate slidably mounted thereon, a spring retracted plate operating mechanism, an operating cable connected to the mechanism whereby the plate may be closed at a distant point from the chute, a measuring box adjustably mounted in the chamber whereby the capacity of the chamber is regulated, means to secure the box in its adjusted position, a delivery plate slidably mounted in the box, an operating lever connected with the plate whereby the plate is opened to permit the discharge of grain from the measuring chamber, springs to close the plate and an operating cable to connect the lever with the operating cable on the cut-off plate whereby when the latter is closed the delivery plate will be opened.

Corn Sheller. No. 985,287. (See cut.) John M. Sailer, Janesville, Wis. The combination of a cylinder having threadlike teeth thereon; a co-acting cylinder having longitudinal, spirally-disposed, rib-like teeth; a feed roll arranged at the forward end of the second named cylinder to co-act with the first named cylinder and having threadlike teeth disposed oppositely to, but of the same pitch as, the teeth of the first named cylinder; a plate yieldingly supported in a rearwardly inclined position relative to the feed roll and cylinders to co-act therewith, the plate having transverse rib-like teeth disposed obliquely in the same direction as the teeth of the first named cylinder but at a different pitch; and means for driving the cylinders and feed roll, the cylinders being revolved in the same direction at different speeds, the speed of the first named cylinder exceeding that of the second, the feed roll being revolved at the same speed but oppositely to the first named cylinder.

Automatic Bag Filling and Weighing Machine. No. 984,537. (See cut.) Edward L. Buschman, East Orange, N. J. In an automatic bag filling and weighing machine,



the combination of a tilting or lever scale adapted to receive and support the bag to be filled and adjusted to tilt when a predetermined weight of material is placed in the bag, means for supplying material to the bag, a set of valves for controlling the supply of material to the bag and one valve acting to partially reduce the flow of material, the other acting to completely cut off the flow of material, means for locking each of the valves in open position and such means comprising a pivoted finger tending to move on its pivot to close the valve, a movable stop engaging the finger and holding the valve open, a support for the movable stop mounted upon the tilting lever, the two supports for the stops being mounted upon the lever at different distances from the fulcrum point of the lever whereby the valves are operated in succession.

Grain Cleaner. No. 984,740. (See cut.) John Beall, Decatur, Ill., assignor to Hugh Crea and Louis D. White, Decatur, Ill. A grain receiving surface, a relatively stationary screening surface to which the grain is pushed and propelled from the receiving surface, transverse shafts beyond the front and rear ends of the surfaces and provided with sprocket wheels, a pair of endless sprocket chains carried by the wheels and arranged at the opposite longitudinal sides of the surfaces, spaced, separated grain propelling and agitating cross rods between and carried by the chains and sweeping forwardly close to surfaces to move forwardly thru a mass of grain on surfaces and stir and propel from the receiving to the screening surface, the space above the screening surface and between the chains being open and unobstructed except by the rods to permit the grain to pile on the surface covering the rods, means for propelling the chains to carry the grain pushing and propelling rods forwardly on the surfaces.

Grain Car Door. No. 984,560. (See cut.) Jakob Heuckert, Winnipeg, Man., assignor of nine-tenths to Margaret Mullaly, Winnipeg, Can. The combination with the door posts of a car having vertically directed notches therein, of an outwardly swingable door adapted to pass between the door posts, a set of vertically directed angle-iron bars located within the notches and having upwardly and downward extending shanks, the upper shanks passing into suitable bearings formed in the door posts, and the lower shanks beneath the car thru suitable openings formed in the sill, brackets carried at the under side of the car receiving the extending ends of the lower shanks, adjustable arms secured to the latter shanks and extending in different directions, a rod connecting arms together, bearing plates secured to the under side of the car thru which the lower shanks pass, and a lever hingedly secured to one of the arms and adapted to operate over notches provided in the adjoining bracket to hold the angle irons in a set position.

Hay amounting to 49,817 tons was exported during the first 11 months of 1910; compared with 55,614 tons exported during the same period of the previous year.

A building with a capacity of 50 bbls. a day, for instruction purposes only, will be erected by the Pennsylvania State Millers Ass'n for the department of milling engineering at the Pennsylvania State College. It will be opened in September.

Help the starving. Provide fuel for hungry stomachs. Begin your charity near home. Virginia philanthropist writes: "We notice a petition is now being presented to Congress, asking for funds to feed 8,000 elk, which are starving in Jackson's Hole, Yellowstone Park. Would it not be a good idea to also ask for funds for about 1,500 bulls who are starving or about to starve on Jackson Boulevard, Chicago?"—C. A. King & Co.

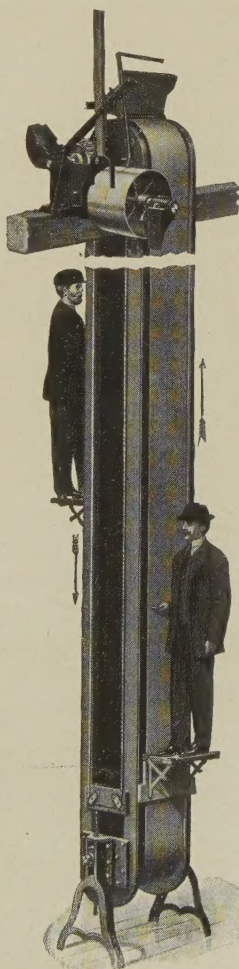
An Employees' Belt Elevator.

A passenger lift adapted to use by the men employed in mills and elevators is illustrated in the engraving herewith. It consists of an endless belt 12 inches wide, running over head and boot pulleys 20 inches in diameter, having two treads mounted 20 ft. apart, one for use on the ascending and the other on the descending side.

The machine can be stopped at any time by persons on the ascending or descending sides by pulling on either of two ropes which run from top to bottom and shift the 5-inch driving belt from tight to loose pulley. Means are provided for shifting the belt automatically whenever any person tries to go over the top. The main belt is driven from the top pulley by means of worm and gear and therefore can not run away or backward. The gear and worm run in oil and are completely enclosed in metal housing. Hand holds are provided at convenient distances above the steps.

This device has been in use for a number of years and has been found a great convenience in carrying employees from floor to floor. It requires very little power to run; operates itself and is always ready to run. Additional information will be furnished readers of the Grain Dealers Journal on application to the manufacturers, the Barnard & Leas Mfg. Co., Moline, Ill.

Mismanagement of the U. S. Weather Bureau is charged by James Berry, formerly chief of the climate and crops division of the bureau, who alleges too much is spent on enterprises of doubtful value.



Employees Belt Elevator.

The Ellis Drier Co.

The Successful Installation

of a drying plant depends in great part on its design. The best drier in the world can be so cramped and the handling facilities so crippled owing to improper arrangement that the machine will fail absolutely to respond to the work placed upon it. We believe we possess methods of design and arrangement such as no others in the business and if you intend installing a drying plant at least get our ideas.

It's Nature's Nearest Way

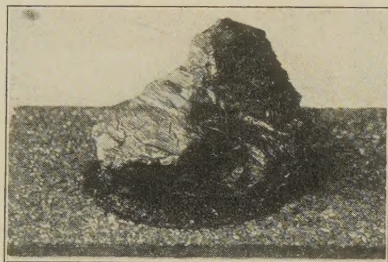
Chicago U.S.A.

Ready Roofing Proof Against a Live Coal.

Combustible roofs have caused elevator owners and insurance companies such frequent and heavy losses that many in the trade have been convinced the weather beaten and dry as dust wood shingle with its constant invitation to the ubiquitous locomotive spark must give way to metal or prepared roofing of fireproof character.

Prepared ready roofing has so many advantages that manufacturers for years have been striving to invent a fabric composition that would satisfy the exacting requirements imposed by service exposed to the weather and the expansion and contraction due to extremes of heat and cold, with varying success until the invention of the new Burmite roofing and siding, which is said to be durable, unaffected by winter's heat or summer's cold, odorless, inexpensive and easily applied. It is said to last 15 to 20 years, and is guaranteed by the manufacturer 10 years without coating.

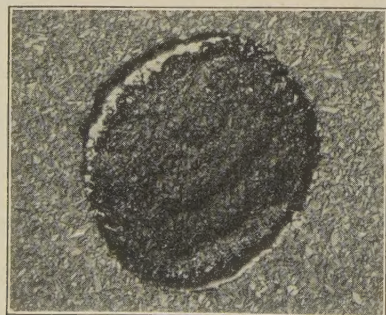
Burmite is the only material, except



Live Coal on Prepared Roofing.

one, having a cement composition between the burlap and felt base, the felt base being thoroly saturated with pure asphalt, and the claim is made that it will not dry out. In the center of this Burmite material is embedded an eight-ounce Calcutta burlap, placed there to give added strength, and carefully protected on the top and bottom by heavy layers of pure asphaltum composition, into the upper layer of which is embedded, under great pressure, and put there to stay, bird-sand for the one, and two permanent attractive natural colors of slate chips for the other style of surface covering.

The fireproof qualities of this material are shown by the two engravings herewith, representing a live coal on a Burmite surface and the same surface after the coal died. The surface of the roof was only blackened. It came thru the test in as good condition as ever, except that the coal left its impress on the mineral. There was no damage, and no danger of fire. The roofing surface immediately adjoining the live coal was not even discolored. The under coating was entirely uninjured. This test means that a roof covered with this material will



Roofing after Coal Died.

not catch fire from sparks or brands from locomotives, chimneys or burning buildings. Additional information regarding Burmite roofing will be given readers of the Grain Dealers Journal on application to the manufacturers, the Bermingham & Seaman Co., Chicago, Ill.

WISCONSIN GRAIN INSPECTION.

[From address by H. A. Johnson, chairman of the Wisconsin Grain & Warehouse Commission, before grain growers and millers at Fargo, N. D.]

Dockage in Weights.—Three years ago the Wisconsin Commission stopped allowing 30 pounds of arbitrary deduction on each car after it was weighed, altho we met with much opposition from certain interests, whose representatives insisted Minnesota had always allowed it. In about a year Minneapolis and Duluth put the same rule into effect. It is worthy of notice that just recently the arbitrary deduction was declared unlawful in a supreme court decision in a Kansas City case.

Our action caused Minnesota and other states to follow. With a crop of wheat of 150,000,000 bus. marketed from the Dakotas and Minnesota there was saved 76,000 bus., which at 80c per bus., would amount to \$60,000, for a single season. With flax, barley, rye and oats added, the total amount would reach more than \$100,000 a year.

Bad Order Cars.—We also inaugurated the system of showing, on all weight certificates issued, the condition of cars upon arrival. We printed and distributed broadcast, monthly reports showing the number of cars received, the number leaking, and the number with defective seal records. Representatives of the railroads were bitterly opposed to this, but we assured them that if the roads would give proper co-operation in stopping these leakages the most of the losses could be stopped. We took the stand that our records were public property, and the shipper of grain was entitled to know at once the condition of his car upon arrival. They finally agreed to co-operate with us, and the results from that time forward have been very satisfactory. The reports for September and October, 1908, showed fifty per cent of all cars received to be in a leaky condition, but the reports for the fall of 1909 show only ten per cent leaky. In compliance with our request they have furnished a better grade of grain doors and have kept their equipment in better condition for carrying grain.

The suction draft is another matter to be considered. It is used in some of the mills and elevators at terminal points for the purpose of removing dust and other material, and if used with moderation and fairness it would not cause much loss to shippers. But the fairness of its operation depends on the operator, as its force may easily be so increased as to carry out much of the lighter grain. The possibility of the abuse of this opportunity has caused complaint. There would be no objection to its use after the grain is weighed.

No Mixing.—With reference to the change of grades by mixing, it is true that grain at the terminal points has been mixed in such a manner that very little of the low grades was shipped out, and much greater quantities of high grades were shipped out than were inspected in. But the last two or three years have witnessed a remarkable change. At the present time, nearly all of the country elevators are mixing, so that there is but very little chance to do any mixing in the terminal houses.

Office Inspection.—Aug. 1, 1905, we originated the so-called office system of inspection, samples being taken from the cars in the yards and brot to the office, where there is uniform light, and where the grain could be inspected under the most favorable conditions. About a year after Superior started this system, Duluth put it in force. Some time after that Minneapolis adopted it, and later Chicago did likewise, and still later Kansas City.

Velvet Chaff.—At the beginning of this crop year, velvet chaff wheat in Minneapolis was being bot at 7c under No. 1 northern. At Superior and Duluth the discount was 5c per bu. Our Commission thot that this variety of wheat was worth more, and we took the matter up with Professor E. F. Ladd, Dean of the Agricultural College at Fargo, and requested him to make tests of the relative value of velvet chaff wheat as compared with other varieties. As a result of the favorable character of these tests, our buyers are discounting the velvet chaff wheat only 3 cents per bushel.

Feedstuffs

A feedstuff testing office has been established at Hamburg, Germany, by the Chamber of Commerce, to determine the effect on animals of feeds imported.

To make a special study of the alfalfa weevil T. D. Urbahns of the Minnesota Agri. College, will enter the employ of the U. S. Dept. of Agri., and will be stationed at Salt Lake City, Utah.

A bill regulating the sale of commercial feeding stuffs has been introduced in the Minnesota legislature. It provides for labeling, sampling and analysis, and is to be enforced by the state food commissioner.

A breakfast food for horses has been invented by the U. S. Dept. of Agriculture at its experiment station at Weybridge, Vt. It is made of two parts of cocoanut meal to one part peanut meal, at two-thirds the cost of oats.

The feedstuffs bill of Glover and Barrett has been passed by the Oklahoma house. The bill requires all commercial feeding stuffs to be labeled with the exact percentages of ingredients, the state to furnish the tags at 10 cents a ton to the millers. The law is to be enforced by the state board of agriculture.

Movement of Mill Feed.

Baltimore received 526 tons of mill feed in February and shipped 26, compared with 327 tons received and 60 shipped in Feb., 1910.—Jas. B. Hessong, sec'y Chamber of Commerce.

Kansas City received during February 640 tons of bran and shipped 4,780 tons; compared with 880 tons of bran received and 6,820 tons shipped in February of last year.—E. D. Bigelow, sec'y Board of Trade.

Chicago received during February 21,476,300 lbs. of millstuffs, and shipped 33,018,800 lbs.; against 17,094,300 lbs. received and 38,519,798 lbs. shipped during February, 1910, as reported by Geo. F. Stone, sec'y of the Board of Trade.

Milwaukee during February received 5,500 tons of millfeed; with 2,285 tons received during February, 1910, according to H. A. Plumb, sec'y of the Chamber of Commerce. Shipments were 17,702 tons as against 7,971 tons shipped in February, 1910.

St. Louis received during February 33 cars and 75,470 sacks of bran compared with 68 cars and 113,850 received during the corresponding month of last year. Shipments during the month were 358 cars and 244,070 sacks compared with 312 cars and 246,510 sacks shipped during February, 1910.—Geo. H. Morgan, sec'y Merchants Exchange.

Mutual fire insurance companies in Kansas are protected by an amendment recently passed, inserting the following in house bill 404, sec. 174: Any mutual insurance company or association organized and incorporated under the laws of any other state and licensed by the insurance department of that state, having a guarantee fund of \$100,000 or more, may be licensed by the insurance department of this state upon proper showing and paying the fees provided for the home companies having a guarantee fund.

Fire Insurance Companies

THE OLD RELIABLE



LANSING, MICH.

INSURES ELEVATORS
AND GRAIN

PERMANENT OR
SHORT TERM POLICIES

ORGANIZED 1883

The Western Millers' Mutual Fire Insurance Company

KANSAS CITY, MO.

CHAS. H. RIDGWAY, Secretary.

SAFE INDEMNITY

Flour Mills, Elevators, Warehouses, and
contents.



You can save money by building along "fire prevention" lines and by insuring your property with us.

Read our booklet "Elevator Construction" before approving plans. It shows how to remove causes of fires and thus reduce the rate.

It is free. Write for a copy.



MILL OWNERS MUTUAL FIRE INSURANCE COMPANY

DES MOINES, IOWA

The Oldest Millers Mutual
Fire Insurance Company in
America.

Cash Assets over \$300,000

J. T. SHARP, Secretary

Millers' National Insurance Co.

205 La Salle St. Chicago, Ill.

Chartered 1865

Insurance with a maximum of security at a minimum of cost for ELEVATORS, WAREHOUSES and CONTENTS on the Mutual Plan.

Five Year Policies (or short term policies on grain, if required.)

Semi-Annual Assessments costing about one-half Stock Company rates.

Gross Cash Assets	\$1,645,117.65
Net Cash Surplus and	
Permanent Fund	966,846.27
Losses Paid since Organization	7,108,022.20

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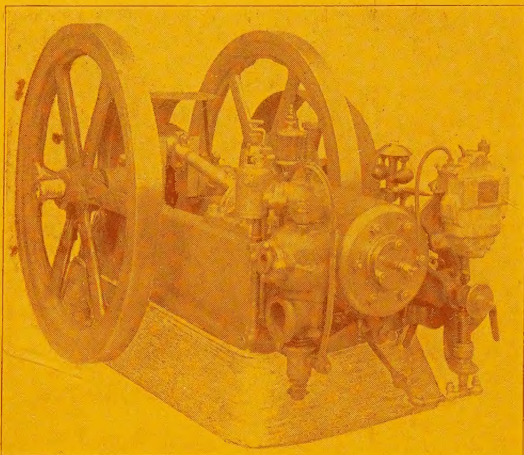
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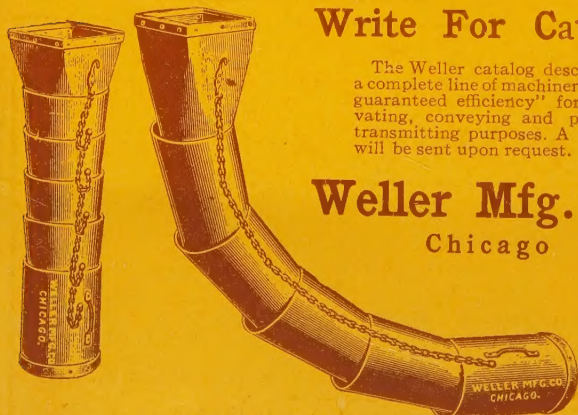
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